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Issue 628 £1

February 28, 1991

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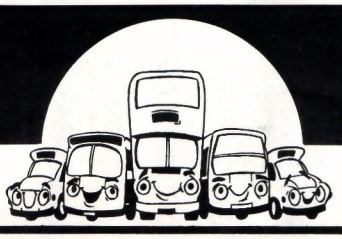

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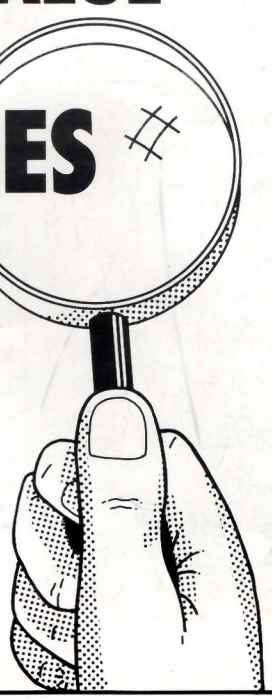

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BOVA 1982 EUROPA II INTEGRAL 12M, 51 seats (46 recliners + 5 fixed at rear), beige/red moquette trim, courier seat, power entrance door, curtains, TELMA, Webasto heating, continental door, white/brown.
M.O.T. DECEMBER 1991 **£25,000**

VOLVO 1984 (AUGUST) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired and boxed for T.V. + video, silver/blue.
M.O.T. JULY 1991 **£47,500**

DAF 1983 (NOVEMBER) DKFL JONCKHEERE JUBILEE P50 12M, 49 recliners, just re-trimmed grey/red moquette, power door, o/s rear sunken toilet with continental door, double glazed tinted windows, Tempo 100, wired for T.V. + video, Telma retarder, drinks machine, magazine nets, all white.
M.O.T. NOVEMBER 1991 **£42,500**

SCANIA 1984 K112 JONCKHEERE JUBILEE P599 12M, 49 recliners, fawn/orange moquette, power entrance door, courier seat, berth, centre toilet, fridge, continental door, double glazed side windows, drinks machine, TELMA retarder, wired for T.V. + video, all white.
M.O.T. DECEMBER 1991 **£45,000**

LEYLAND 1987 TIGER 260 DUPLE 320 12M, 50 recliners, grey moquette, power door, toilet, servery, suspension raise system, white.
M.O.T. FEBRUARY 1992 **£47,500**

FORD 1984 R1115 DUPLE DOMINANT IV, 53 str., power entrance door, tinted side windows, curtains, side lockers, autumn tint moquette, white.
M.O.T. MARCH 1991 **£17,000**

BOVA 1985 FUTURA FHD 12.280 INTEGRAL 12M, 49/53 seats (44/48 recliners + 5 fixed at rear), beige/brown moquette, centre sunken demountable toilet, continental door, courier seat, curtains, power entrance door, double glazing, Webasto heating, wiring for T.V. + video, drinks machine, cream/red/gold.
M.O.T. FEBRUARY 1992 **£52,500**

DAF 1984 MB200 DKFL CAETANO ALGARVE 12M, 49 recliners, grey/orange moquette, power door, courier seat, curtains, toilet, wired for T.V. + video, carpet, water boiler, duo red/white.
M.O.T. JUNE 1991 **£37,500**

LEYLAND 1982 (AUGUST) TIGER 245 PLAXTON VIEWMASTER 12M, semi-automatic gearbox, 49 recliners, red/orange moquette, courier seat, power entrance door, tinted side windows, curtains, o/s/r sunken toilet, continental door, water boiler, fridge, wiring for T.V. + video, grey/duo green.
M.O.T. MARCH 1991 **£29,500**

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette, white + yellow/orange stripes.
M.O.T. FEBRUARY 1992 **£65,000**

QUALITY & VALUE ASSURED

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COMMENT

ANYTHING which furthers public safety on bus and coach travel has to be supported. But North Eastern traffic commissioner Fred Whalley's order to limit the age of Globe of Barnsley's service buses could have serious cost implications for a small operator - especially in this competitive and economically depressed market.

New vehicles cost tens of thousands rather than a few thousand pounds and this scale of investment has doubtless put the brake on Globe's plans for further local service work.

Old vehicles are not necessarily less safe than new ones, but Fred Whalley wisely sees vehicle description as part of his legitimate armoury to be used to discipline operators. It is certainly better than licence revocation or curtailment, which is all commissioners' ultimate sanction against offending companies.

But operators may be forgiven for taking a cynical view of the insistence on ten-year-old vehicles for a relatively small, local operator when larger companies are seen to be running considerably older buses with impunity. Yorkshire Rider, for instance, is still operating buses up to 18-years-old on local services in West Yorkshire.

Manufacturers have recently been stepping up calls for more investment by operators in new vehicles. And quite right too. Bus and coach services must, above all else, be attractive to an ecologically aware and increasingly discriminating market. But the sort of age limit imposed on Globe of Barnsley is most definitely NOT what they meant.

IT makes a refreshing change to report on at least two companies this week flourishing by running coach services. Plymouth Citybus' coaching arm is buying new vehicles to cope with growing demand. And Horseman Coaches is set to move into new, freehold premises.

Plymouth is buying vehicles that meet the needs of its local market: high specification, high capacity deckers that can transport its somewhat isolated customers inexpensively and comfortably.

Horseman's stated method of expansion is to invest when markets are soft and the cost of such growth is therefore less.

Surely these are two lessons in sound management that are well worth noting?

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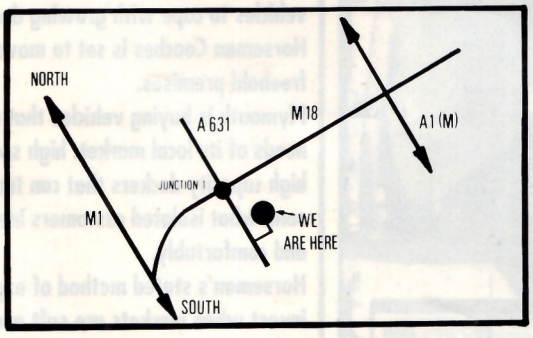

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■COACH

Howes leaves Scottish Citylink

SCOTTISH Citylink's managing director Alan Howes - leader in the recent management/employee buyout from SBG - has resigned after a boardroom conflict.

Mr Howes said a disagreement arose over future policy direction for sister company Clansman Monarch: 'I am disappointed but not tremendously surprised,' he told *Coachmart*.

He would not reveal the nature of the argument but said his own future may well be outside of the PSV industry: 'The bus industry is not really a healthy one, apart from a few big players. Every week when I opened *Coachmart* I found myself wondering what disasters I'd read about next.'

Mr Howes has worked in the bus and coach industry since 1979, when he was planning and development manager for Northern Scottish. He moved to Midland Scottish for four years in 1983, then joined Citylink late in 1987 as general manager, taking the title

Alan Howes: disagreement over future policy for Clansman Monarch.

managing director nine months later. He was partly responsible for formulating the Citylink management buyout which took the SBG company into private ownership only a few months ago.

Under company rules, Mr Howes' equity in Citylink is sold back to the current directors, who control 75 percent of the company between them.

● FORMER finance director Guido Crolla (34) is the new managing director at Citylink.

Nigel Fortune takes up a new post as finance director in the reshuffle. No additional management will be taken on.

... and coach operators get notice

SCOTTISH Citylink has given three months' notice on all contracts with coach operators.

Citylink says it will be renegotiating all current contracts to fit in with the summer timetable, but did not rule out the possibility of some operators losing Citylink work.

'We would be stuck if we couldn't change contracts when there are major network changes,' said new managing director Guido Crolla. 'We haven't yet decided on allocation, but the renegotiation process is purely precautionary.

'When we firm up the timetable, we will be in a position to negotiate.'

■OBITUARIES

Shay O'Brien of Paul James

SHAY O'Brien, proprietor of Paul James Coaches of Leicestershire, has died.

Mr O'Brien leaves the 17-coach business to his wife, two sons and daughter.

The operation, which was started 26 years ago with an old mini-bus, is based at two depots - Coalville and Ratcliffe on the Wreake.

The coach operation's name was carried-over from a driving school, which Mr O'Brien named with the christian names of his second son - Paul James.

David Mackie of Alloa

DAVID Mackie, the founder of Scottish operator Mackies of Alloa, died suddenly last week.

He leaves three sons and a widow, Nan.

The eldest son, Lennox, now owns and runs the family business.

David Mackie, who retired in October 1989, started up Mackies of Alloa as a taxi business in 1946 when he was demobbed.

The company moved into coaching in the 1950s.

■TAKEOVER

Entrepreneur and team steps in to buy Pleasureworld

PLEASUREWORLD is to be sold to Norfolk entrepreneur Joe Larter and a team of former managers and directors, ensuring the opening of Pleasurewood Hills and Sea Life Centres in East Anglia this summer.

The company was victim of the collapse of Sussex-based parent group RKF, and was in the hands of receiver Mark Batten of Price Waterhouse.

But, according to Mr Larter, plans for the management buyout were made before the company crashed.

The buyout will save bookings at Pleasurewood Hills American Theme Park near Lowestoft, and Sea Life Centres in Yarmouth and Hunstanton.

The future of the new Pleasurewood Hills planned for Cleethorpes, and Bure Valley Railway, is still believed to be uncertain.

Backing for the buyout is coming from Legal and General Ventures Ltd.

■BUS

Police investigate bus attack

POLICE were called in after Crosville Wales' bus tyres were 'spiked' and graffiti daubed on the walls of its Wrexham depot just days before it pulled out of the town.

Crosville Wales has been involved in a bitter dispute with union-backed drivers after it sacked them last year.

It later took on a much-reduced workforce, but pickets remained at the Mold Road site as it was wound down by the company.

'Five vehicles were affected by one-and-a-half inch staples placed under the tyres of all the vehicles,' said managing director John Rimington.

'We informed the police and the Department of Transport officers of what had happened.'

Mr Rimmington said that, though the damage will cost £1,700 to put right, his chief worry was that tyres which had not immediately deflated may have failed during service, with risk to passengers.

Crosville Wales moved out of the site last week. It has since been promoting relaunched routes with free travel.

● DETAILS of the new company which sacked CW employees threatened to form are still not known. There has so far been no O-licence application and no announcement that financial backers had been found.

The reduction in CW's fleet has encouraged three more operators to run services in Wrexham, bringing the total to five operators battling for passengers.

BRIEFS

● A DAY-long seminar is being run by Stephen Rogers Marketing titled 'Coaching Thru' 92', to be held in Coventry on Thursday, March 14. Topics discussed include EC directives on package travel, the Chunnel and Euro-Disneyland - and speakers include the BCC's Philip Carlisle, insurance broker John Edrupt, Euro Tunnel's Charles Buchanan and P&O's group sales manager Ray Brunton. *Further information from Stephen Rogers Marketing on 0225 442370.*

● LEEDS-based uniform manufacturers Cimara has landed the contract to supply uniforms to London Bus subsidiary London Forest - with fitting starting in May. The contract, to supply both men and women, follows successful contracts with Strathclyde, Yorkshire Rider, West Midlands Travel and Lowland Scottish.

● DUTCH bus builder and United Bus subsidiary Den Oudsten has delivered its 10,000th bus, a B88 inter-urban service bus, to a Dutch operator - and reports that business is booming with sales increasing by 20 percent. The company puts its success down to increasing demand for high specification buses, growing differentiation in its product range, and the structural growth in the bus industry - at least on the European mainland. It is confident its new low-floor bus, the Alliance City, will find markets outside the Netherlands.

● A NEW Scania distributor has grown out of a takeover by Scania GB of Stoke-based Kelly Trucks - dealing in sales, parts and service for buses, coaches and trucks. The Scania subsidiary will be covering the Potteries, North Staffordshire, Shropshire and mid Wales, with trading starting from this June.

■MANUFACTURING

Skyliners get a rear-steer axle

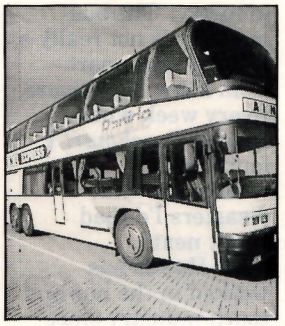
ALL tri-axle Neoplans will be fitted with steering third axle as standard, doubling tyre life.

Sole UK Neoplan dealers, Carlton PSV, announced the third axle change following changes in Construction and Use regulations some time ago. A self-steering device gives up to 15 degrees in either left or right-hand lock. Both wheels automatically lock in parallel position when in reverse, or at speeds over 25 kph (15.5 mph).

The third axle mechanism works on similar lines to a tea trolley castor, where forward direction and weight of vehicle automatically determine the action of the wheels. This type of axle has been used by Neoplan since the 1960's.

Carlton PSV managing director, Roger Dixon, told Coachmart that the lack of complication makes the design virtually maintenance free, requiring only a periodic grease and inspection during normal routine servicing of the vehicle. Its advantages are reduced tyre scrub, and reduced tyre base when the axle is steering, thereby reducing tyre wear and improving manoeuvrability.

The Skyliner double-decker is also now available with optional



full-size driver's door instead of the usual nearside passenger door.

Durham Travel Services runs two rear-steer Skyliners on National Express. DTS managing director, Peter Lee, said: 'After 180,000 km the tag-axle tyres are still virtually new. Tyre wear on standard vehicles is substantial - about 80-90,000 km.' According to Mr Lee, tyre wear is much worst when the rear wheels are out of alignment (previously UK Neoplans had the self-steer mechanism fitted, but locked-up).

The new front door option on the evergreen Skyliner gives two additional nearside passenger seats at the front of the lower saloon. DTS's two 'H' reg vehicles seat 79 - a feature particularly useful for private hire. Mr Lee said: 'Not only is seating capacity enhanced, but we have done away with the power-operated front door which is used only for crew access.

■FLEETS

First coach – three years on

COACHLESS operator Eastend Travel is to buy its own vehicle after three-and-a-half years of hiring vehicles in.

Owned by partners Bill Smith, Christine Ward and Philip Lusmore, Eastend has its business address in Easington near Hull.

■CUTBACKS

Rider sheds 130 jobs

YORKSHIRE Rider is to cut 130 jobs following council subsidy cuts in the face of charge capping.

Mirroring South Yorkshire council decisions (*Coachmart* 626, February 14) West Yorkshire councils have sheared £1.4 million from bus service subsidies, £1.1 million of which went to Rider. The job losses are being discussed with unions but the company is hoping to shed a number through natural wastage and voluntary redundancy.

■NEW PREMISES

Horseman gets new stable

HORSEMAN Coaches is hoping to settle down at a new depot close to its current base at Gillette Way, Reading. And its thanks to the recession.

A 4-acre site previously unaffordable has now dropped in price to Horseman's level, and they are now waiting to rubber-stamp the purchase.

The land,complete with hard-standing and buildings is in the M4 corridor, where land prices have been running at about £1 million per acre. Prices are now half this figure - and the new site will cost Horseman around £2.5 million.

'It will end eight years of a nomadic short leasehold existence,' said managing director Keith Horseman. 'And will allow us to relocate our coach parking with our workshop facilities together for the first time.' Movement of sites has previously only affected the fleet parking for about 65 vehicles, with engineering located at its Theale site.

Present premises in Gillette Way are now required for a major office development.

'We've always grown by investing when markets are soft, added Mr Horseman.

■FLEETS

Deckers go to Halcyon shuttle work

APPLEBY'S Hull-based subsidiary Halcyon has bought two double-deck coaches for summer shuttle work - ready for predicted growth in the coach travel market.

The ten-coach operation has bought a 1990 Scania/Berkhof 72-seat decker and an ex-Zebra Holidays 1984 Setra integral with seating capacity for 74 people.

'We intend to interwork both vehicles on off-season Dutch dashes and near European work too destinations such as Paris,' said managing director Stuart Appleby.

'The vehicles are enjoying 90 percent loadings even now - and I estimate thay will carry 20,000 each year on minibreaks,' he said. He added the vehicles will operate on Spanish shuttles, to destinations such as Callela in Spain and holiday resorts in the South of France. 'Both will be out twice a week through the season, with a Friday departure returning on Monday - to leave again the same day and return Friday.'

'In the shuttle market there have been fewer and fewer players every year - and even fewer doing it well,' said Mr Appleby. 'Operators destroyed it by not looking after passengers airline style. But Spanish resorts are now getting better and accommodation is improving.'

■COACH

Stockdale loses O-licence

STEVE Stockdale Coaches of Selby, North Yorkshire, has lost its O-licence. Although given one month to make a new application, the six-vehicle operation cannot run its school contracts and its local service registrations are terminated.

At a Leeds public hearing, North Eastern traffic commissioner Fred Whalley ruled the directors of Validford Ltd - trading as Steve Stockdale - had failed to maintain vehicles satisfactorily.

He said: 'Statements of intent have not been adhered to, despite consideration given to misunderstanding. The warning given at the last public inquiry has not been heeded.'

Director Steve Stockdale said he was unaware that changes in agreed service intervals should be notified to the traffic commissioner. Validford's O-licence had been granted with the company committed to 10/14 days between services, but this was changed at the beginning of last year to three or four weeks depending on type of use. Mr Stockdale's son Steve, who was in charge of maintenance, was unaware of a reduction to eight or ten days on the renewal application.

A fleet inspection last October revealed shortcomings - even on the longer inspection periods with vehicle checks overdue by up to 17 days, and one delayed prohibition and two defect notices were issued.

A subsequent test failure with two serious brake defects resulted in an immediate prohibition - an inoperative handbrake.

Steve Stockdale (right): in happier times.

John Stockdale said the vehicle had been laid-up for over a year. Its brakes were relined but fitters hadn't re-adjusted them.

John Stockdale agreed that had the vehicle been put into service it could have had serious implications.

Mr Whalley told Steve Stockdale: 'You have fallen down on the road-worthy nature of the vehicles and the intent to maintain at a set frequency.'

He reminded Mr Stockdale of Validford's last public enquiry in October 1989 when it was found that statements of intent had not been met and the licence renewal had been for one year only subject to close control of maintenance.

Undertakings by John and his father to employ extra staff or use the Freight Transport Association to monitor maintenance, had not been incorporated by Steve Stockdale when he completed the renewal application.

A request to suspend the revocation by one month was refused.

● *Full details next week in Licensing and Legal.*

■LICENSING

Humberside council clampdown

HUMBERSIDE County Council's public transport officer Tony Briggs has been checking on the performance of local service operators.

Early running, driver smoking, and non-wearing of PSV badge have been reported to North Eastern traffic commissioner Fred Whalley.

HCC officers' findings were reported at a public hearing held for the O-licence renewal application by Validford Ltd, trading as Steve Stockdale Coaches of Selby. Said Mr Briggs: 'Stockdale's bus was consistently showing early running round Old Goole. The 9.30 bus left at 9.27 keeping ahead of East Yorkshire Motor Services.' The next bus left seven minutes early, and other offences were alleged.

Stockdale operated commercially in competition with an EYMS service supported by HCC and Goole Town Council.

Mr Briggs said checks on operators were routine - normally every three or four weeks - but the observations in Goole were carried-out to confirm tip-offs.

'We don't check commercial vehicles, but we have a duty to police those we are paying for. Financial penalties are imposed on contract vehicles not complying with the conditions of a contract.'

Mr Whalley said: 'I would normally be prepared to take action when an operator is running ahead of time for commercial gain, but only when there is more widespread evidence rather than a snap-shot.'

He said Mr Stockdale should take action against the driver or he will face court action.

Validford had its licence revoked on maintenance grounds, and was given one month to make a new application.

■COACH

Action taken against Globe

GLOBE Luxury Coaches of Barnsley has been ordered not to run any service vehicles over 10-years-old.

After a spot-check on six of its 12 Leyland Nationals, North Eastern traffic commissioner Fred Whalley gave Globe until May to comply with his ruling. A Globe spokesman told *Coachmart* the company had done so and that four new 33-seat Europa bodied Mercedes-Benz 811s will replace the Nationals on PTE contracts.

Mr Whalley's action falls within his power to make vehicle description a condition of an operator's licence.

■BRIEFS

● **CHRIS Barber (55) has joined Queensbridge Transmission Group as group technical director, based at the company's London depot.**

Previously with Eaton Ltd as truck components product training manager, and prior to that DAF Trucks, Mr Barber takes on the responsibility for the group's technical advancement.

● THE Isle of Man Steam Packet ferry company is reporting nine percent growth in passenger carryings and a four percent in vehicles carried.

This comes as demand increases for regular day excursions to mainland Britain and the introduction of Saturday sailings to Liverpool.

● **BELGIUM-based tyre retread company Bandag has launched a network of UK dealerships to replace the former franchise with Cory Vehicle Services.**

Already 14 franchises have joined, covering the country, with more ready to sign up.

Fleet service can be arranged via Bandag's Freefone number, based near Brussels Airport.

More details on 0800 898232.

● WARWICKSHIRE County Council could lose £340,000-worth of its subsidised rural bus services if it is charge-capped.

It faces a £272 million spending limit, but £278 million budgeted costs.

The county council has earmarked cuts in bus subsidies for around 40 villages' routes if the Government insists on original guidelines for spending.

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BARGAIN 2 — 50% DOWN – 50% OVER 6 MONTHS!

50% DOWN 50% OVER 6 MONTHS

- Pay 50% of list price of any used coach in stock
- Drive it away and start earning
- Pay Balance in six 1 monthly instalments
- **Only 5% interest** added to instalments

50% DOWN 50% OVER 6 MONTHS

BARGAIN 3 — HIRE A USED COACH FOR 6 MONTHS – THEN BUY

HIRE & BUY

- Hire any used coach from stock for 6 months at 50% of list price, payable in six 1 monthly up front instalments
- After 6 months, 75% of payment value already made counts towards the full purchase price
- And you only pay the Balance outstanding

HIRE & BUY

STOCK REF	CHASSIS	BODY	SEATS	YEAR	MOT	(Bargains 2/3) LIST PRICE	(Bargain 1) OFFER PRICE
9036	Bedford	Plaxton	53	1979 (T)	–	£3,800	£3,125
0006	AEC	Plaxton	53	1977 (S)	9'91	£6,500	£5,350
1048	AEC	Duple	53	1977 (S)	5'91	£6,500	£5,350
0007	Bedford	Duple	29	1980 (V)	9'91	£8,200	£6,750
9014	Bedford	Plaxton	53	1981 (X)	9'91	£15,150	£12,500
0014	Volvo	Caetano	51	1980 (V)	1'92	£19,000	£15,675
9013	Leyland	Plaxton	53	1980 (W)	8'91	£20,600	£17,000
9012	Leyland	Duple	53	1981 (W)	8'91	£20,750	£17,125
9011	Leyland	Plaxton	49R	1981 (W)	10'91	£21,000	£17,320
9009	Leyland	Plaxton	53R	1980 (W)	8'91	£22,400	£18,500
9010	Leyland	Plaxton	49R	1981 (W)	8'91	£22,500	£18,550
0012	Volvo	Duple	53R	1980 (V)	12'91	£23,400	£19,250
9033	Leyland	Duple	51R	1982 (X)	2'91	£27,250	£22,500
0010	Leyland	Plaxton	49R	1982 (X)	8'91	£27,250	£22,500
R028	Neoplan	Jetliner	49R	1982 (PP)	5'91	£35,000	£28,875
R036	Volvo	Jonckheere	48R	1983 (A)	11'91	£37,900	£31,300
R038	Volvo	Jonckheere	48R	1983 (A)	12'91	£37,900	£31,300
R039	Volvo	Jonckheere	51R	1983 (A)	6'91	£37,900	£31,300
R045	Scania	Jonckheere	49R	1985 (B)	2'92	£49,400	£40,750
R044	Neoplan	Jetliner	44R	1987 (D)	5'91	£54,500	£44,950
0004	Neoplan	Skyliner	71R	1982 (PP)	4'91	£55,000	£45,375
0041	Neoplan	Skyliner	73R	1984 (A)	5'91	£66,500	£54,850
0042	Neoplan	Skyliner	71R	1984 (A)	11'91	£66,500	£54,850
1046	Neoplan	Skyliner	73R	1984 (A)	11'91	£66,500	£54,850
1050	Volvo	Plaxton 3500	53R	1987 (D)	1'92	£79,950	£65,950
0022	Neoplan	Skyliner	77R	1988 (E)	12'91	Special price	£122,000
Newly Refurbished (inside and out) Skyliners					1'92	Special price	£77,000

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New Neoplan Skyliner, Mercedes V8 Twin Turbo, ZF 7 speed gearbox, Voith Retarder, 77 reclining seats, toilet washroom, kitchen, twin water boilers, Webasto, curtains, ABS, radio PA stereo, lift/lower suspension, air brake dryer, wired for TV/video, courier seat, tinted double glazed windows.

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■COACH

Boom-time for Plymouth Citybus

A BOOMING local coach hire market has prompted Plymouth Citybus to order four new coaches.

'The coach hire aspect of our business has flourished over the last three years under the trading banner of Plymouth Citycoach,' said Citybus managing director Brian Fisher. 'In fact, looking at the figures this morning, our coach hire business is up 28 percent this year, compared with last.'

The coach orders, all on Volvo chassis, are part of a £1 million plus spending spree by Citybus - the company has also ordered 20 Mercedes 33-seat 709D minibuses for local bus services in Plymouth.

Two of the new coaches, due to be delivered in July, will be Volvo D10M dual purpose 76-seat double deckers and will be used on hires, excursions and tours in the UK and abroad. They replace two similar Volvo Citybuses bought in October 1984.

Mr Fisher said the extra seating capacity was much in demand in Plymouth: 'It is much cheaper per head if you can hire and fill a double decker for say, a trip to London.'

The other two new coaches will be Volvo B10M 53 seat coaches.

Due for delivery in April and August, they will bring the Plymouth Citycoach fleet up to 15 vehicles.

Bodywork for all the new vehicles has not yet been decided.

Traditional Citybus buying practice is to order chassis and then ask bodybuilders to tender for the job of bodying them.

■BUS

Lothian orders more Leyland Olympians

LOTHIAN Regional Transport has placed another large order for 36 Leyland Olympians from VL Bus and Coach - bodywork will be supplied by Walter Alexander of Falkirk.

The £3.6 million order follows Lothian's £1.2 million order earlier this year for the first 12 two-door Lynx IIs and two Tiger coaches with Plaxton Paramount 3500 bodies.

Adding to the already 237 Olympians out of a total all-Leyland fleet of 567 vehicles, the new Olympians will be to Lothian's standard 10.3 metre specification with Cummins L10 engine, ZF 4HP500 gearbox and 4.567:1 rear axle.

They have two door layout and features to assist disabled and partially sighted people.

Said Charles Evans, chief executive and managing director of Lothian: 'I am somewhat saddened that the latest orders represent a significant proportion of the anticipated British order book for large buses and coaches.

'I am seriously concerned for the future of bus and coach manufacturers in Britain.'

■COACH

Coachmen win driving awards

THREE south east coach drivers have received prestigious safe driving diplomas from the International Road Transport Union (IRU).

William Philp, of Williams Travel of Romford; Gordon Windebank, of Tappins of Didcot and Michael Burcombe, of M&M Coachlines of Harrow Weald, were all presented with Diplome d'Honneurs by BCC president John Owen.

To be considered for the award, candidates must have been driving professionally for at least 10 years and not have caused a serious road accident during the past 15 years.

Mr Philp (66) has worked for Williams Travel of Romford for more than 15 years.

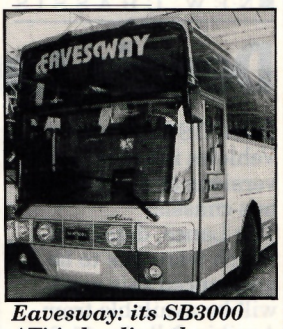
During this period, he is estimated to have driven about 1.5 million kilometres abroad and over 5.5 million kilometres on British roads.

Mr Windebank (61) has been with Tappins for more than 20 years, during which time he has covered at least one million continental kilometres plus a further 700 UK kilometres.

Mr Burcombe (46), who owns M&M Coachlines, has driven more than one million kilometres on the continent.

John Owen (second left) with drivers (left to right) Michael Burcombe, Gordon Windebank and William Philp.

■COACH



Eavesway: its SB3000 ATi is leading the way.

Eavesway gets new gear and engine package

EAVESWAY'S SB3000 ATi is the first coach in the UK to feature ZF's easy gear shift and DAF's DKX 343 bhp engine.

The eight speed air-assisted gear-change is operated by a short-action gear lever attached to the driver's seat.

A normal clutch is used and an interlock prevents gearbox abuse.

Further to the Eavesway vehicle and seven MB230 LTs for Robinsons of Great Harwood (*Coachmart*, January 10, 1991), Hughes DAF has now won 1991 orders from London Coaches and Eagle of Bristol for new DAF SB2305 DHS engined underframes.

London Coaches currently has seven coaches in-build with Van Hool Alizee bodywork.

These are all fitted with 53 Labellux recliners and courier seats.

Driveline choice is DAF's 8.25 litre intercooled engine developing 265 bhp coupled to S6-80 gearbox with splitter and DAF 2255 single reduction axle.

Eagle's Plaxton 3200-bodied coach repeats a similar order three years ago for a 53 recliner one-star package.

■NEW CHASSIS

Dennis Lance spearheads city bus move

DENNIS Specialist Vehicles is to build two versions of its new city bus chassis.

The Lance, details of which were due to be announced this week, will be available from April in full size 11.6 metre and 10.5 metre variants. Two full-size chassis have been built at Dennis' new £10 million Guildford factory and the first is being bodied at Walter Alexander's Falkirk plant.

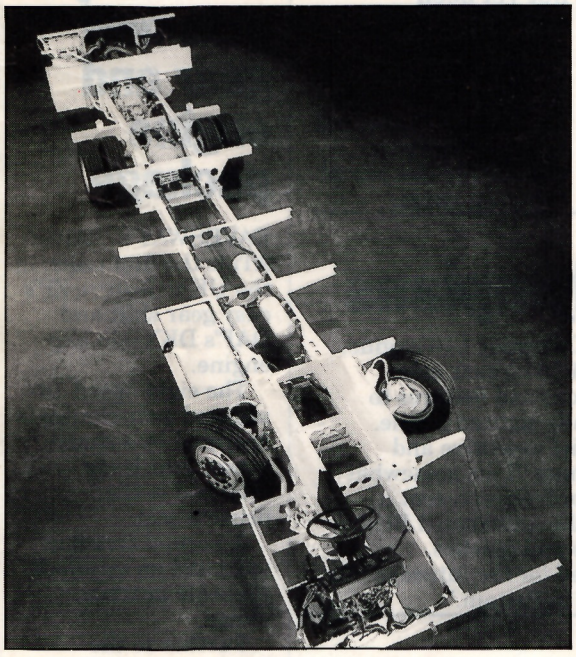
In line with Dennis' philosophy of providing the right vehicle for the job at the right price, the Lance is a very simple chassis based on proven components. Power for the full-size chassis is provided by Cummins' 211 bhp C-Series engine driving through a ZF HP500 gearbox with built-in retarder.

The Lance, which progresses the design principles behind the well-received Dart midibus to full-size proportions, has a low step height and wide door - 274 mm and 1150 mm minimum respectively. Air suspension is standard and a kneeling device will also be offered. Turning circle of the 11.6 metre version is just 22.4 metres.

Bodybuilders can maintain a flat floor throughout. Plaxton will build its stylish new city bus body on the new chassis and, according to Dennis managing director Steve Burton, other bodybuilders are lined up.

Dennis' Dart chassis was the sales success of 1990 and, with Lance in mainstream production, Mr Burton expects his new purpose-built factory to produce over 500 vehicles this year. Last year the company built over 400 PSV chassis.

Dennis is not realeasing the price of Lance, but Mr Burton said it would be 'extremely competitive.'



The first photograph of Dennis' Lance to be published shows a typically straightforward design with a simple, in-line drivetrain.

■PEOPLE

Fleet sales man for Europe

AS PART of its stated intention to push into continental Europe, Dennis has also appointed a European marketing director.

Peter Cameron joins Dennis from car fleet sales positions with Fiat, Citroen and Nissan USA.

Part of Dennis' strategy is to seek corporate partners for the sale and after-sale care of its products in each European country. The company already has links with the DKV network to provide vehicle service across Europe.

'We already have vehicles being bodied by Caetano and Berkhof for the UK market and see scope for Dennis products in Europe,' said Mr Cameron. 'We will soon be fully active throughout EFTA and the EEC - and in Eastern European countries in time.

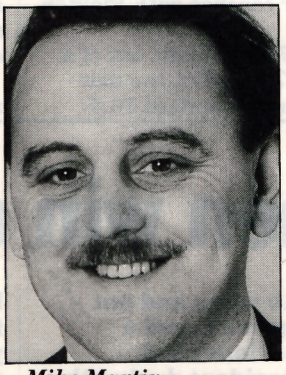
■PEOPLE

New team announced

DENNIS has realigned its sales and marketing team with the appointment of nationwide coach and bus sales managers.

Mike Martin becomes national sales manager for Dennis' coach products and David Cheeseman is national sales manager for all Dennis buses, including the new Lance. Both will report to sales director, Roger Heard.

'It makes good sense to meet the specific needs of two quite different markets by clearly separating the responsibilities,' said Mr Heard.



Mike Martin.

David Cheeseman.

■MANUFACTURING

Cougar goes on line

FOLLOWING 8,000 trouble-free miles of its prototype with People's Provincial, Alternative Chassis Engineering (ACE) is to start series production of its Cougar 5 rear-engined bus chassis.

The Cougar 5 is the result of six year's development by ACE, which includes operating experience from a Plaxton coach prototype built in 1984.

ACE says over 30 new jobs will be created in Huddersfield when full production starts. The factory has the capacity to produce two complete jig-built chassis a day. The Cougar jigs are reversible to allow the model to be produced in series with ACE's Puma mid-engined midi coach chassis.

Currently the Cougar 5 is available with 10.5 metre Portsdown bodywork by Wadham Stringer. A new body from Willowbrook is due to be launched soon.

The Cougar is powered by a turbocharged and intercooled 180bhp Perkins Phaser driving through an Allison automatic gearbox. Full size wheels and 16.5 inch brake drums are designed to cope with arduous stop/start bus operation.

ACE is also developing a 12 metre coach chassis, the Cheetah.

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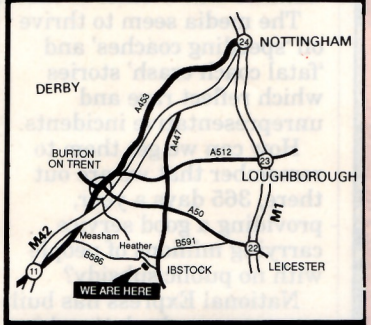

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87 (E)	**BEDFORD YMP – Paramount 3200,** 35 seats, power door, courier seat	£41,500
87 (E)	**IVECO 79.14 – Caetano Viana,** 19 seats, top sliders	£21,500
87 (D)	**DAF SB 2300 DHS – Duple 340,** 57 recliners, power door, cont door	£63,500
87 (D)	**LEYLAND TIGER 260 ZF – Duple 320,** 48 recliners, power door, toilet	£61,500
87 (D)	**BEDFORD YNV – Caetano Algarve,** 57 seats, power door, lockers	£44,950
86 (D)	**MAN 8.136 – Reeve Burgess,** 32 seats, power door	£26,950
85 (D)	**TOYOTA COASTER – Optimo GL,** 21 seats, power door	£19,950
86 (D)	**MERCEDES 608 D – Melford,** 19 seats, forced air, boot	£16,750
86 (D)	**DAF SB2300 DHS – Caetano Algarve,** 49 recliners, centre toilet	£58,500
86 (C)	**DAF – Bova Futura FLD,** 53 recliners, double glazed	£59,950
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86 (C)	**SCANIA K112 – Berkhof Esprite,** 53 seats, power door, Telma	£59,950
86 (C)	**LEYLAND TERRIER – Optare Service Bus,** 33 + 8 standees, power door	£24,950
85 (C)	**DAF MB 200 – Caetano Algarve,** 53 recliners (re-trimmed), power door	£52,500
85 (B)	**IVECO 60.10 – Caetano Beja,** 18 seats, power door	£12,950
84 (A)	**DAF – Bova Calypso,** 53 recliners, power door, radio	£37,500
84 (A)	**MERCEDES 608D – Plaxton Mini-Supreme,** 19 seats, tables, lockers	£15,950
83 (Y)	**LEYLAND TIGER 245 ZF – Paramount 3500,** 49 recliners, courier seat, Exec	£39,950
83 (PP)	**MERCEDES 0303 – Jonckheere P50,** 49 recliners, centre toilet	£49,950
83 (PP)	**MERCEDES 0303 – Jonckheere Bermuda,** 49 recliners, centre toilet	£42,500
82 (PP)	**DAF MB 200 – Supreme V,** 48 seats, power door, toilet, servery	£29,500
82 (X)	**LEYLAND TIGER 218 S/A – Viewmaster GT,** 49 recliners, toilet, Exec	£32,500
82 (X)	**LEYLAND LEOPARD ZF – Duple Dominant,** 53 seats	£29,500
82 (X)	**FORD R1114 – Plaxton Supreme IV,** 49 seats	£13,950
82 (PP)	**VAN HOOL – Acron MAN,** full spec	£36,500
81 (W)	**DAF – Bova Europa 1,** 53 recliners	£27,500
80 (V)	**LEYLAND LEOPARD – 11 metre Plaxton Supreme Express,** 49 seater	£16,950
79 (V)	**AEC 760 11M ZF DUPLE DOMINANT II EXPRESS,** 53 seats, power express door	£10,950
79 (V)	**BEDFORD YMT – Duple Dominant II Express,** 53 seater	£7,500

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When good news is bad news

Stuart Render reveals how coach companies' sterling efforts in the recent Arctic weather conditions failed to get the credit they deserved.

THE weather at the beginning of February was the worst for four years. Snow covered the country.

Even in the capital, where the temperature is always a few degrees higher, Londoners were caught out by its severity.

However, even though many lesser roads were blocked and the rail network brought to its knees, most major roads remained open. And operators of express coach services throughout the country were able to keep their coaches and their passengers moving.

I mention these facts because, unless you happen to be involved in the operation of express coach services, you may have been under the impression that the snow had brought the country to a grinding halt.

Media coverage of the bad weather was not fair or balanced to us.

From the moment that the snow began to fall, the National Express operations control centre in Birmingham became the centre of a major exercise to keep the national and local media informed about the state of coach services nationwide.

For the first day at least, we were able to give numerous radio and newspaper interviews highlighting the fact that, with most major roads being passable, our services were getting through, although delays were to be expected.

As was widely reported, the particular type of snow (did you know that there are seven types of snow?) had made it easier for the roads to be cleared. It wasn't long before almost all of our services, and no doubt those of other operators, were running fairly normally.

But with news reports highlighting the continuing failure of the rail network and with the motoring organisations advising people to avoid travelling unless they really had to, many of our coaches were running around with few passengers. We decided it was necessary to move on to stage two of our media briefing exercise.

Express services: soon running normally despite the snow.

But oh dear! The good news that coach services were nearly running normally was not what news editors wanted to hear.

It was pointed out to them that large numbers of operating staff were working very hard to ensure coach services continued to run and that, as a result, coach travel was one of the only choices for long distance journeys.

'We'll include the news in our reports if we can,' they said.

Predictably, subsequent media reports carried on giving graphic details of stranded trains and stranded passengers but gave no mention of the fact that coach travel was available as a travel option, an option which would have saved thousands of people from long, cold waits for trains.

Even Edwina Curry, MP, said on TV she had been stranded in London because there was no way of getting back to Derbyshire.

As press officer for National Express, I often find myself accusing the media of misleading and inaccurate reporting. I don't mind anyone writing a story about us, so long as it is fair and balanced.

Look at it this way: roads were open and coaches kept running.

There can be little doubt that the coverage of the bad weather was neither of these.

The media seem to thrive on 'speeding coaches' and 'fatal coach crash' stories which reflect rare and unrepresentative incidents.

How can we get them to remember that we are out there, 365 days a year, providing a good service carrying millions of people with no public subsidy?

National Express has built up a very good relationship with the Media as, no doubt, have most coach operators.

However, you can almost guarantee that the reporter with whom you have just been talking to will not be the same person whom the news editor assigns to the story.

Fortunately, the failure of coach services do not often the headlines very often. Perhaps we should not be too surprised therefore that the media are unaware of how coach travel fits into the public transport infrastructure of our country.

The media thrive on 'speeding coaches' and 'fatal coach crash' stories.

But, there can be no doubt at all that, on this occasion, a mention of our 'good news' would have helped many stranded travellers, given coach operators a valuable revenue boost and given some deserved credit to those staff who keep our coach services running in very difficult circumstances.

Stuart Render is press officer for National Express.

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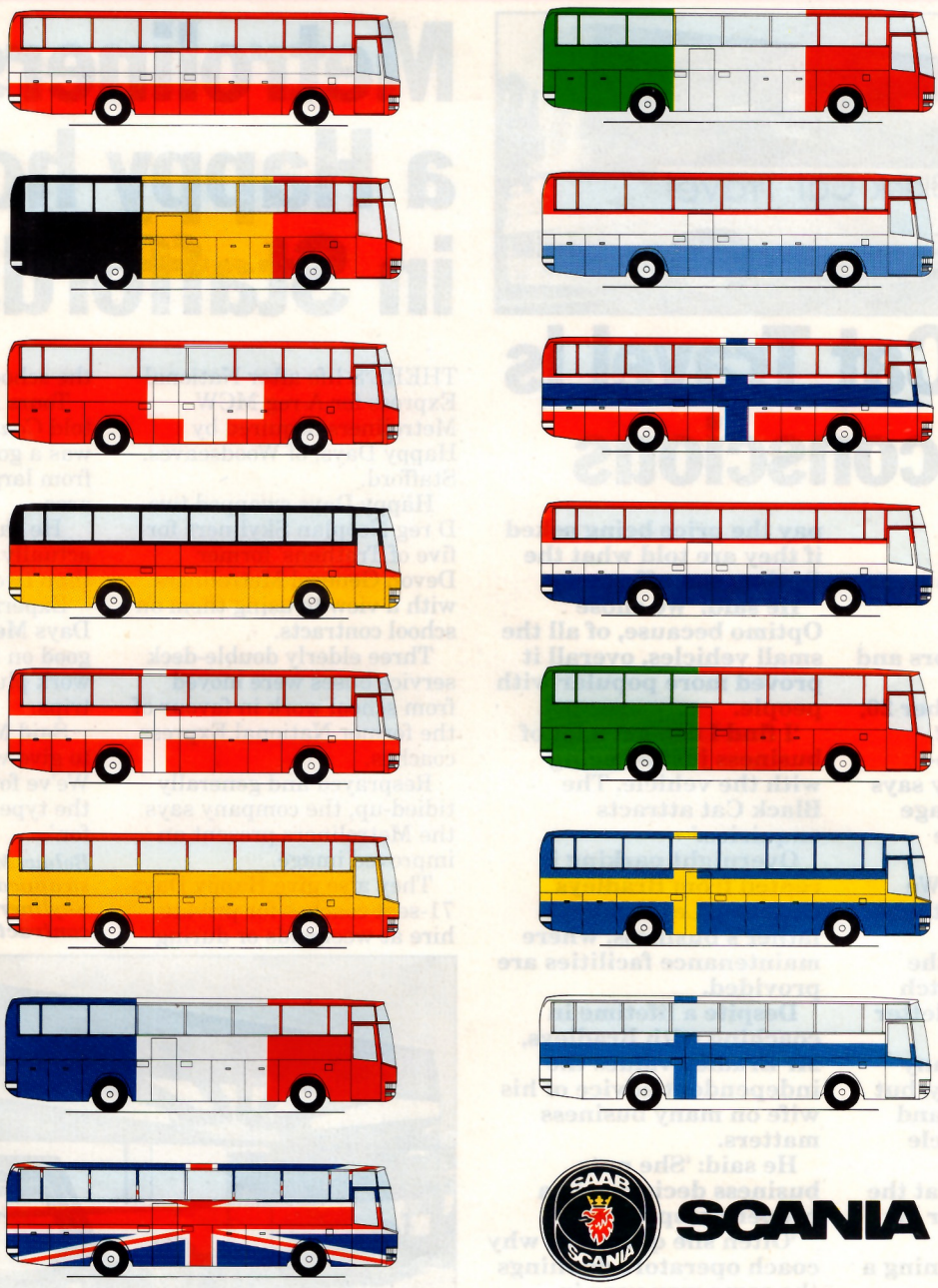

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You've been buying...You've been buying...You've been buying...You've been buying... .

Horrocks really has that holiday feeling

INSPIRED by a computer graphic produced by a local school, the Horrocks name on the side of a former Cambus Royal Tiger Doyen clearly depicts the holiday theme.

Eight vehicles are operated by the two-year-old company based in Bishop's Castle, Ludlow.

The business specialises in guided educational tours of historical interest on behalf of Garner-Horrocks Travel.

Former teacher Jeff Garner and the coaching experience of Andrew Horrocks were brought together five years ago. Coaches were hired-in until Mr Horrocks bought out a Montgomery, Powys, four-coach operation two years ago.

Said Mr Horrocks: 'Every year we've had 100 percent re-bookings - the business has just blossomed.'

Aided by a small programme of tours through the local community centre, turnover from the schools programme over five years has jumped from under £5,000 to more than £100,000.

According to Mr Horrocks, the Doyen is marvellous. 'It's great value for money when you think that anything comparable is £20,000 extra.'

The sign-written livery application lifts an otherwise uninspired all-white coach by effectively filling-in the space.

Black Cat Travel is image conscious

BLACK Cat Travel's corporate image effectively disguises a one-vehicle operation.

Referring to *Coachmart's* Exteriors and Image features (*Coachmart*, December 20, 1990 and *Coachmart*, January 24, 1991) co-director Les Bradley says that attention to image has already paid the company dividends.

Said Mr Bradley: 'We beat *Coachmart* to the idea twice.'

Vinyls applied to the Caetano Optimo match business cards and letter heads.

'For a large company work comes in easily, but for us it's the name and number on the vehicle that counts.'

Black Cat started at the end of last year after Mr Bradley saw the opportunity for running a mini-coach.

He believes people will pay the price being asked if they are told what the Optimo can offer.

He said: 'We chose Optimo because, of all the small vehicles, overall it proved more popular with people.

'I find I can get a lot of business just by being with the vehicle. The Black Cat attracts enquiries.'

Overnight parking is rented from Bradleys Coaches, Les Bradley's father's business, where maintenance facilities are provided.

Despite a lifetime in coaching with Bradleys, Mr Bradley values the independent advice of his wife on many business matters.

He said: 'She puts business decisions in a proper perspective.

'Often she questions why coach operators do things the same way year-in, year-out.'

Metroliners find a Happy home in Staffordshire

THERE'S life after National Express for A reg MCW Metroliners acquired by Happy Days, of Woodseaves, Stafford.

Happy Days swapped two D reg Neoplan Skyliners for five of Trathens' former Devon General Metroliners with a view to using them on school contracts.

Three elderly double-deck service buses were moved from school work in favour of the former National Express coaches.

Resprayed and generally tidied-up, the company says the Metroliners present an improved image.

They also give Happy Days 71-seat coaches for private hire at weekends or during the school day.

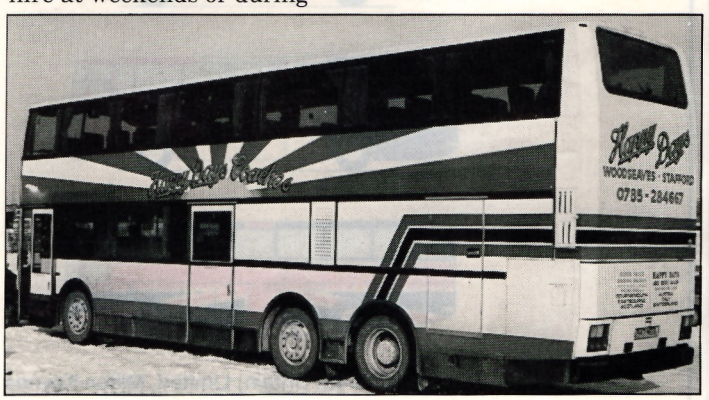
Tours manager Huw Austin told *Coachmart* that there was a good demand for hire from larger schools in the area.

He said: 'One decker actually works out cheaper than two singles.'

Experience with the Happy Days Metroliners has been good on the 80 miles per day work plus occasional longer trips.

Said Mr Austin: 'They seem to give very little trouble. We've found them ideal for the type of work we use them for.'

Below: Metroliners were swapped for Neoplan Skyliners for use on school contracts.



You've been buying...You've been buying...You've been buying...You've been buying...

Caldaire Holdings collects its 100th Leyland Lynx bus

CALDAIRE Holdings has taken delivery of its 100th Leyland Lynx as part of an £8.5 million fleet modernisation programme endorsed by Minister of State for Public Transport Roger Freeman.

He said: 'It represents a most remarkable achievement and demonstrates what can be achieved in a deregulated bus market with sound management policies and a dedicated work force and they are to be congratulated.'

Receiving the 100th Lynx (one of a batch of 15 Lynx II) from VL Bus and Coach managing director Sandy Glennie, Caldaire Holdings' chairman Ken Hodgson announced orders for a further 29 Lynx at a cost of £2.5 million to be delivered this year.

Mr Hodgson said: 'The average age of our 380 bus fleet in West Yorkshire is now over six years, and that is an excellent age profile by industry standards.'

Caldaire is now committed to new vehicle replacement. Its latest order will reduce average fleet age still further.

The company estimates new vehicles give a 20 percent saving in operating costs. These savings arise from improved utilisation, reduced down-time, lower overheads, smaller investment in spares stock and fewer maintenance staff.

Savings have been passed on to passengers. Mr Hodgson believes Caldaire subsidiary West Riding has fares up to eight percent lower than its competitors thanks to its refusal to impose a Gulf War inspired fuel surcharge.

Staff too have benefitted from improved pay and conditions: 'We have the best paid staff in the area.'

Sandy Glennie could not conceal his support for the buy-new policy.

He said: 'In the post-deregulation operating industry, Caldaire Holdings are at the forefront of a select minority of operators who have clearly understood the economic sense, or should I say necessity, of operating new vehicles, and have set a maximum age objective significantly lower than any other company.

The 100th Leyland Lynx: part of an £8.5 million fleet modernisation programme.

Those fleets whose age policies are 15 years and above, by necessity, need a substantial repair and maintenance infrastructure which, by its nature, is cash consuming and indeed often financially debilitating. By using new buses, interest and financial charges are certainly substantially increased, but by sound management, there can be reductions in all aspects of repair and maintenance costs.'

West Riding's fleet is kept busy throughout a 20 hour working day. Peaks have been lowered by off-peak fare incentives and a reduced commitment to vehicles utilised solely on school contracts.

Within this operating policy there is no place for coaching. The Ridings Travel coaching unit was sold to Yorkshire Traction in 1988 when Caldaire elected to specialise in local bus operation.

Yorkshire Traction picks first Renault

YORKSHIRE Traction's first Renaults are ten S75 31-seaters with Reeve-Burgess Beaver bodywork.

The Perkins-powered minibuses with Alison gearbox represent half of Yorkshire Traction's requirement for new vehicles.

Stock vehicles supplied last year from a variety of bodybuilders made-up the balance.

These included the first Reeve-Burgess bodies for the Barnsley-based operator.

After experience with MCW Metroriders, the Alison box is the preferred transmission for the company's small buses.

Out of a total fleet of 366, it now operates 40 midi and 56 mini-sized buses.

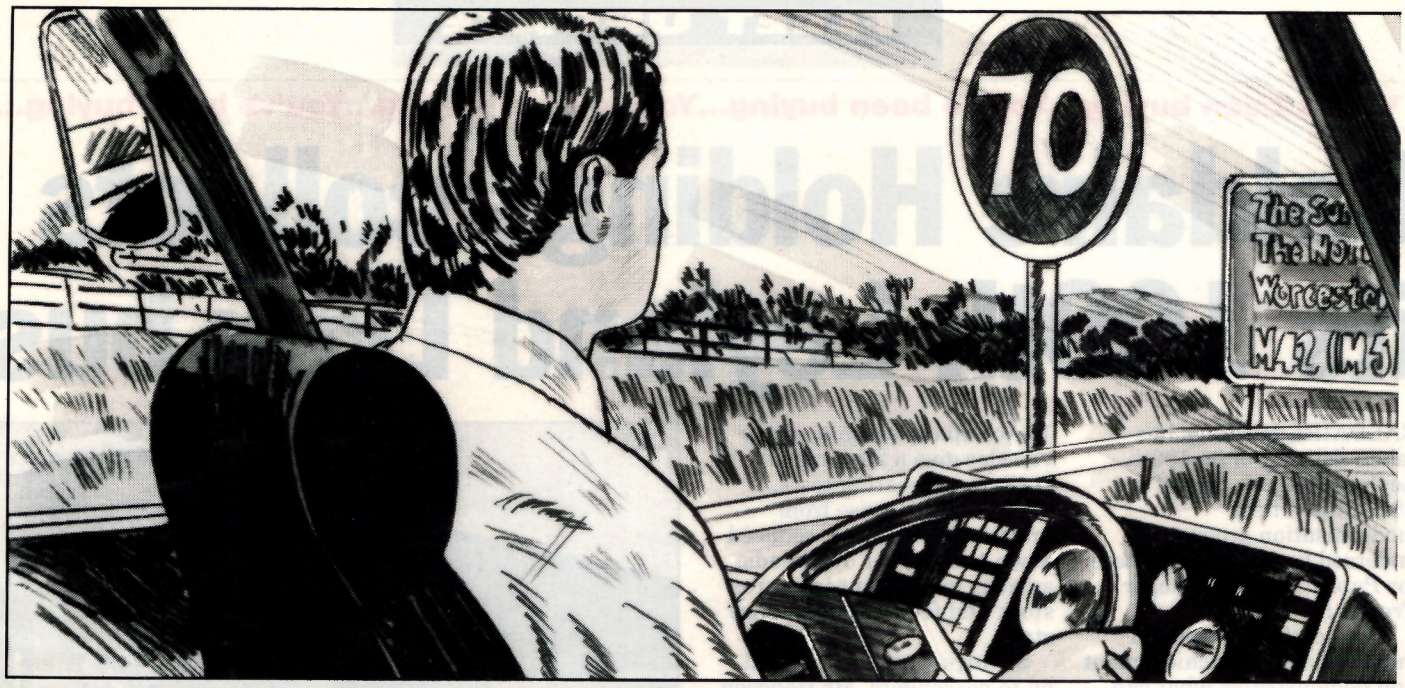
All the Renaults will be based at Barnsley.

This maintains the company's policy of vehicle standardisation at each depot.

Big buses will be cascaded as a result of a progression to smaller vehicles where routes are modified.

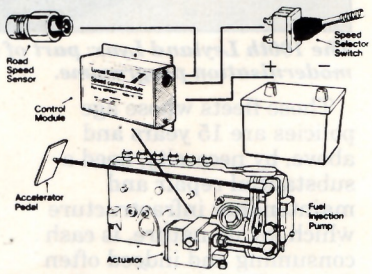
This policy will help Yorkshire Traction penetrate local housing estates.

Renaults represent half of Yorkshire Traction's requirement for new vehicles.



THERE'S NO EXCUSE!

SCHEMATIC DIAGRAM



Particularly in view of the fact that Lucas Kienzle are offering an attractively priced kit for all Coaches with mechanical or outdated electronic tachographs. From 10th September 1990 until stocks last a 1318 Automatic Tachograph (with power cable) plus the Speed Limiter Module and Actuator are available at a special price which is over 20% below normal retail prices.*

We have more than 150 distributors throughout the UK and Ireland who can advise and fit the Speed Limiter system for you - but hurry because as from 1 April 1991 all Coaches that exceed 70 mph and were first used after 1 April 1974 must be fitted BY LAW and set to a maximum speed of 70 MPH.

Obeying the law and avoiding heavy fines is not the only benefit that comes with fitting one of our Speed Limiters.

For a start our electronic Speed Limiter has proved itself, through constant testing and development, to be extremely reliable. It can also save as much as 14% on fuel bills and due to less wear and tear on engines, transmissions, brakes and tyres you can reduce your maintenance costs as well.

That's not all, for driver comfort we've also designed our product so there's no sensation of engine hunting and full power is always available. In fact, it's so smooth that the only sign of operation is a change in engine sound.

If you want to know more about our products or how the law effects your company, then fill in the attached coupon and send it to Lucas Kienzle Instruments Ltd, 36 Gravelly Industrial Park, Birmingham B24 8TA. Or alternatively take advantage of our 24 hour help line on 021 327 7414.

***Additional brackets to suit each application are required - See your local distributor. A Road Speed Sender Unit and cable may also be required.**

Lucas Kienzle

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Lewis' staff take a running jump

THE traffic manager, workshop staff and the directorship of Lewis' Coaches of Greenwich are to jump from the top of a 327 ft building this summer.

Is business this bad in London? No - this is not a response to the desperate state of the London coach market, but an honourable attempt to raise money for the famous Guy's Hospital in London.

The five Lewis brothers and associate members of the firm are taking part in a sponsored 24-hour absail on June 22 and 23, 1991.

Mealstop

Chris Lewis would be pleased to hear from fellow operators willing to support the jump which is part of the campaign to raise £1 million for Guy's kidney unit.

You can contact him on 081 858 0031.

PICTURED are the management of Rider York and local MP Conal Gregory showing how bus companies should be cutting through the red tape.

The red tape itself is held by cartoon favourites Yogi and Boo Boo, the latest driver recruits who will be spearheading YR's attempt to attract more children to its buses...

● LUTON and District got a blast of hot air from a gossip columnist concerned about cold air.

Hitchin Gazette's Bloomer's View column - yet another you just can't ignore - slates the age and condition of Luton & District's venerable bus fleet.

It also adds a note of sympathy for its drivers who have to endure the poor heating system on the vehicles.

'Mind you, I reckon they did a first-class job keeping them on the roads in those Siberian conditions,' says the appropriately-named Mr or Mrs Bloomer, whose dictionary contains the obscure word 'decrepid.'

● PARKING fines are not usually a problem for bus services, but for Lewes Coaches, they have added more than £60 to costs in the last six months.

According to the local paper, the company's 124 service - which takes drivers to work - has collared four £16 fines for parking up in Civic Way, Burgess Hill, while waiting for the return journey.

The reason? There's simply nowhere in Burgess Hill to park a bus.

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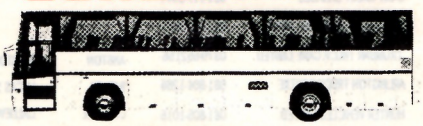

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A MEMBER OF THE COMMERCIAL SERVICES GROUP

You must watch out for the 'big chiefs' too

From Fred Huxley

SIR

It was with interest that I read the article in the news pages of *Coachmart,* February 14, headlined 'Low paid coach drivers may put public at risk.'

May I firstly say that any move to enforce a minimum payment for all PSV drivers would receive my whole-hearted support. Drivers without a doubt should be properly rewarded for the responsible job which they do.

I do, however, take exception to the reference in the article - and I quote - 'if there was a minimum wage perhaps it would cut out the cowboy operators who keep hire rates low and pay very low wages.'

On a recent request for a quotation for a group for a continental holiday, we discovered that the largest coach holiday company in Europe quoted £150 per day for the hire of one of their European touring coaches. That is well under the actual cost of operating this type of vehicle.

In fact, if you followed this type of operation throughout the year, it is my opinion that a loss of £18,000-£20,000 per coach could be expected to be the result.

If anyone thinks this quote was during a quiet winter spell, they would be wrong. It was in fact in September, which we all know is a busy month.

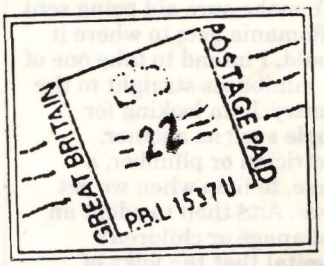
Everyone in this industry must charge a proper rate to show a just return on capital invested and the work and effort involved. We must also pay drivers a wage in line with the responsibility involved.

Let me say that we are most certainly not cowboy operators. Neither are we one of the 'big boys.' We are a small family business, dedicated to our passengers' well being and the future of coach and bus travel.

However, I think we must never forget that as well as the small, so called 'cowboy outfits' we should also watch out for the big chiefs from the Indian camps.

FRED HUXLEY
HUXLEY COACHES
MALPAS
CHESHIRE

Send your letters to:
The Editor, Coachmart,
EMAP Response
Publishing Ltd,
Wentworth House
Wentworth Street,
Peterborough PE1 1DS
Or by fax: 0733 62656



The Editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Reader says pictured coach is certainly not unique

From R A Scott

SIR

I have noted with interest your front page of *Coachmart,* February 7.

I enclose a photograph of one of my company's products on a Scania P93M chassis for your attention.

Three of these 11.5 metre, 58-seat buses were built in Mozambique last year and 21 more are presently on order and will be built later this year.

As you can see from the photograph, the chassis is only modified by the addition of some fibreglass fairings.

The driver's cab remains separate from the passenger compartment to give a true 'bus-on-truck' application.

I would not dispute that there is only one Mercedes 814L coach in the UK.

But, I have to say that as a class it is not unique.

R A SCOTT
TECHNICAL DIRECTOR
DUPLE METSEC
TIPTON
WEST MIDLANDS

Technical director says chassis is only modified by addition of fibreglasss fairings.

Please help to save lives

From Ron Richardson

SIR

I would appreciate you finding some space in this week's publication to run an item about a forthcoming Romanian trip.

To make sure aid being sent to Romania gets to where it should, I intend to take one of my minibuses straight to the country. I am looking for people such as a joiner, electrician or plumber, a nurse, to help when we get there. And then to adopt an orphanage or children's hospital that the folks of South Tyneside could support.

Well, now, due to unforeseen circumstances, the vehicle earmarked for the job might not be available. So, we are appealing to manufacturers or operators to see if they can loan/hire reasonably a diesel minibus. Twelve seats would be better than nothing, but a 15 seater would allow us to take more medical supplies for the children.

It doesn't matter if the vehicle is to PSV spec or not. And the donor could send a representative along on the trip. There would be a press photographer accompanying the mission, so the benefactor could obviously maximise as much as he liked on PR.

The coach will not be completely full, so if a fitter/co-driver reckons he would like to spend a couple of weeks' leave doing a worthwhile job. The mission leaves South Shields on March 14 and should be back on Good Friday.

I can be contacted at the below address or by 'phone on 0860 494 275 (daytime) or 091 536 5656 (after 6pm).

RON RICHARDSON
AA BOLDON
MINICOACHES
52 BYWELL ROAD
CLEADON VILAGE
SUNDERLAND SR6 7QT

Nostalgia Corner

SEVERAL independent coach operators had long-established express services linking London with various coastal resorts.

Sutton's Coaches of Clacton was one, but by 1973 when this photograph was taken, it was unusually privileged in being able to use Victoria Coach Station for the daily service to its home town of Clacton.

Photograph: by Alistair Douglas.

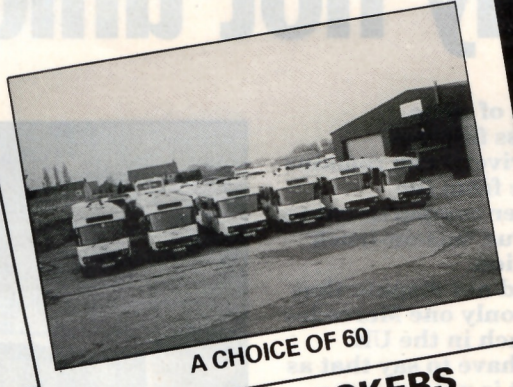
GRAHAM MARTIN'S

(Bus & Coach Sales)

A large selection of Leyland National service buses, 73/74/75,

COACHES

1982 LEYLAND CUB. Reeve Burgess body, 32 seats.
1982 LEYLAND LEOPARD 680, semi auto Plaxton, 50 reclining seats, MoT May 1991.
1979 VOLVO B58 DUPLE DOMINANT, 53 seats, MoT July 1991.
1975 BEDFORD with Plaxton Elite body. 500 engine, 53 seats.
1984 LEYLAND DOYANN, 49 seats, painted in white.
1984 VOLVO B10M VAN HOOL EXEC, 49 reclining seats, toilet, drinks machine.



A CHOICE OF 60

MINI BUSES

1985 IVI 1 SOLD nterior,

1986-7 FREIGHT ROVER SHERPA CARLYLE, 16 and 20 seats, service spec choice.

SERVICE BUSES

Large selection of Leyland Nationals, 1973-74-75.
Also Gardner Engine Leyland Nationals 10 & 11 metres

DOUBLE DECKERS

BRISTOL VRT, Leyland engines, ECW, 74 seats, 1975-79-80.

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We must *all* present a better image

IT was Prime Minister John Major's disparaging comment about 'buses that travel in packs' that brought to my mind the somewhat masochistic thought that the industry does not exactly help itself in presenting the best public image.

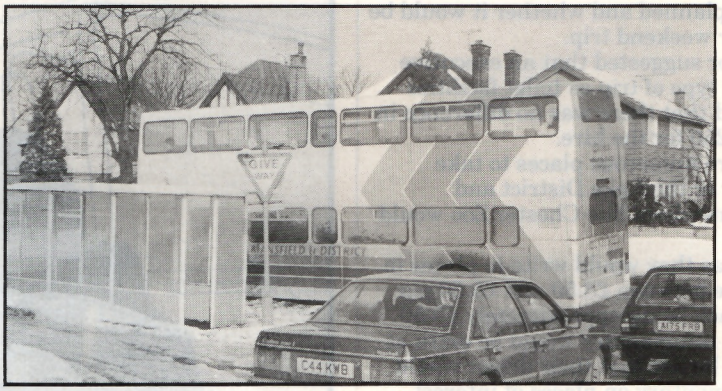
As individual companies, and through the Bus and Coach Council, we declare that buses and coaches are as green as a meadow in spring, as environmentally friendly as a re-cycled toilet roll, are such efficient users of fossil fuels that we should pay no duty on it, and that one bus or coach carries a load equivalent to 25 cars.

None of which is untrue, but I warrant that the majority of the public, the

Let us be frank... he imposition of a bus lane will create more congestion for excluded traffic.

opinion formers and the decision makers take it all with a shovelful of salt - for sadly, this is not what they daily see and believe. To give our 'green' claims credibility we have to get our act in order - very quickly too. It really should have been done before the 'Give us the Bus Lanes and we Will Fulfil the Job' cry of BCC's initiative, Buses Mean Business.

Let us be frank... until the cumulative effect of about a thousand-fold increase in the national mileage of bus lanes really makes vast numbers of the public desert cars and use public transport, the imposition of a bus lane will create more congestion for the excluded traffic. The tough job we have in persuading those responsible for creating bus lane type of facilities, that the long-term community gain outweighs the short term dis-benefit to motorists, would be made easier if we did not start from



A bus image nasty: a stop sited on the corner of a'T' junction.

the disadvantaged position of having the public already see the bus as a very un-green obstruction.

The reasons for this public perception lie almost wholly in our hands. How many of these bus image nasties can you recognise in your own district? I can show you them all, and more, within a ten mile radius from where I sit:

1 The bus stop which is sited right on the corner of a 'T' junction. Thirty or more years ago with rear loading buses, conductors and less traffic, it caused but minimal obstruction. Today, a front loading National totally blocks off the junction with the main road.

2 Whether or not it is legal, the bus stop located within the zig-zag markings of a pedestrian crossing generates anti-bus feelings in the breast of every person using the crossing who finds their visibility of, and by, traffic, blocked by a bus.

3 In an attempt to improve traffic flows at a busy cross roads, the highway authority installs traffic signals with right turn filters from the main road and splits the approach to the lights in two, with through and right turn lane markings. This results in only enough road width for a single vehicle lane on the exit side of the lights. On this latter is a bus stop which, when in use, creates a tailback of cars which totally blocks the entire junction.

4 Buses pulling off stops across several lanes of traffic to execute a 'buses only' manoeuvre. The classic one is right outside the Houses of Parliament! The 77 comes over Westminster Bridge, pulls into a stop on Bridge Street right in the very shadow of Big Ben, then pulls out across three lanes of traffic (all of which is compelled to turn left to circle round Parliament Square), in order to take advantage of the 'Right Turn for Buses Only' into Parliament Street and Whitehall.

5 It is true that sometimes bus stop lay-bys are obstructed by cars. But frequently drivers fail to fully pull into them when they are clear, thus creating unnecessary tail-backs.

6 Generally the industry sees a one-person-operation as cost effective. This would not be the case if the industry had to bear the cost of following traffic delays occasioned by the increased stopping time while drivers take fares. I can think of many stretches of road where overtaking is virtually impossible, and when a bus stops, so does all the following traffic.

7 Closely allied to the previous point, in some parts of the country bus stops seem extraordinarily close together. Londoners walk quite considerable distances to board an underground train. Are bus stops, and their traffic obstruction propensity, really necessary at intervals of only a few hundred yards?

In these examples the public do not see the bus as carrying the equivalent of 25 cars, they see it as obstructing themselves and anything up to another 125 cars as well. Should we not be taking every possible action to avoid afflicting ourselves with this whiplash of disdain?

Thanks to improved enforcement, one does not see as often as of yore the decidedly un-green coach or bus with oil or diesel oozing from almost every body hatch. But oil slicks on the road where buses or coaches habitually stand is not uncommon sight - a bit more NGI (Negative Green Image).

If I speak of the NGI relative to stops and terminal facilities, it can rightly be retorted that it is passengers themselves who create filth and litter. So do rail passengers! Although BR has problems with points and power doors in the snow, it cannot be denied that at their principal terminals there is a continuous cleaning process, with the consequence that these much trafficked floors are far spicker, the litter bins

Many coach premises really are nightmares with oil and muck everywhere.

emptier, the decor more attractive, the travel information better presented, and the toilets more appealing than almost any coach or bus station.

Smaller operators who are 100 percent dedicated to coaching are not immune from this introspective criticisim. Many premises are environmental nightmares, with oil and muck, scrap and old tyres and an incinerator forming the principal decor.

We ***ALL*** need to look at ourselves, or premises, our operation and what drivers are doing out on the road, to see how, individually, we can make our own contribution to creating an environmentally friendly bus and coach industry.

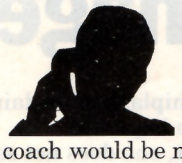
Actions of individuals speak as loudly as the collective green words.

No matter how green cabbages are, they don't sell well in large packs - or from the tops of dung-hills!

Now more than ever customer care is critical to the coach industry. In the first of a regular series, we

FIVE coach operators in the Manchester area were asked for help in organising a day trip for a party of 40 overseas visitors in their locality. If they asked, they were told that the group was middle-aged to retired, the trip would be in the spring and mid week and must be no more than two hour's duration each way. They were asked for suggestions for venues, coach type and price, whether a courier was provided and if lunch could be arranged for the party.

Healings, Oldham



Telephone answered promptly and relevant questions were asked as to what time of year the visit was planned and whether it would be a mid week or weekend trip.

The operator suggested that an executive coach would be needed for this type of trip as toilet facilities would be important, and stated that there was no difference in price quoting approximately £250 for the hire.

He suggested that there were numerous places to take visitors, citing York, Lancaster or the Lake District and pointing out that obviously somewhere like Chester Zoo would take a full day.

Lunch would be no problem as they would write to places in that area and the cost would be between £3.50 and £5.50 per head, a two or three course lunch being approximately £5.50.

A courier providing in-depth commentary would be extra at around £50.00 a day, although he felt that their driver would be capable of giving brief commentary on places of interest.

Wanted to know more about what the group might be interested in seeing before he could really put a trip together and offered to send his coach brochure in the meantime for information.

Good product knowledge but was not prepared to enter into too much discussion until definite proposals received.

1) Staff Attitude

2) Product Knowledge

3) Professionalism

4) Sales Technique

Shearings Coach & Bus, Altrincham

Telephone answered reasonably quickly by operator who asked age of passengers and what time of year they would be visiting.

York, Caenarvon, North Wales Coast, the Potteries or Blackpool were suggested, as all being within a two hour journey. He particularly recommended a visit to Albert Dock for shopping and then on to Southport which he thought might appeal.

He offered a 53 seater 'modern' coach, suggesting coffee making or toilet facilities were not needed, but making no mention of cost. He stated that a courier was not provided although a driver could be found to give a brief commentary.

He said he could try to book lunch, and could recommend a pub on the way back from Southport, but again gave no indication as to cost.

Although this operator was pleasant and tried to be helpful, he did not take the initiative and information had to be extracted rather than being given willingly.

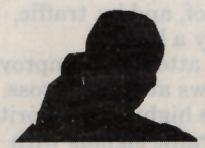
1) Staff Attitude

2) Product Knowledge

3) Professionalism

4) Sales Technique

E & F Coach Travel Atherton, Manchester



Telephone was answered promptly in a pleasant manner by a friendly and efficient operator who asked relevant questions about age of the passengers and how much they wanted to spend.

Product knowledge was excellent and numerous suggestions of venues were made. A tour of Granada Studios was recommended, although he pointed out that to really do it justice would take approximately four hours and at a cost of £6 or £7 per head, felt the visitors would probably want their money's worth, and would not have time to do a scenic tour as well.

He mentioned that if a seaside trip was preferred, Blackpool would be busy at any time of year and also stated that some venues like Wigan Pier and Albert Docks were free and any party discounts at other venues would be passed on.

He strongly recommended The Bronte village as being very popular with overseas visitors and this also included a ride on a steam railway.

He confirmed that lunch could be booked for the party at a traditional pub at a cost of approximately £5.00 per head.

The coach would be a 'recent' vehicle, suggesting that an executive coach would not be necessary, and quoting

success of any service industry. And particularly the mystery shop operators to see how you measure up.

CHECK LINE

Operators were judged on:

Length of time taken to answer the phone.

Quality of the response and the impression left at the end
– attitude of person answering
– how helpful, friendly, professional.

Product Knowledge
– How many suggestions of venues or ideas for the trip were offered.

Professionalism
– how well they approached the request, did they take the initiative?
– ask for information in a stuctured way?
– offer comments or advice on proposed trip?

Sales Technique
– whether any benefits were offered

KEY

Marked as follows:

Excellent

Very Good

Good

Fair

Poor

Pennine Blue Bus & Coach, Denton

Telephone answered quite promptly and after the enquiry was made, the operator asked for more specific details of the trip and also wanted a resume of where the party would be going in other areas, to avoid any overlap.

He then suggested that York would be the ideal venue, and if not there, possibly the Peak District or the North Wales coast and hills. He suggested definitely not Blackpool, as he hated it himself and doubted that it would appeal to any overseas visitors.

He asked if he could give it some thought and get back in touch.

On subsequent contact, he had a number of suggestions for day trips, cost being based on an equation between mileage and hours. He again asked for more details as to where the party would be travelling, as he explained he had contacts all over the north of England and could book whatever was required. He then offered to put together a complete package from their arrival at the airport to the end of their stay, organising hotels, excursions, theatre trips and whatever else was needed.

This operator performed the best on actual sales technique, enquiring most fully into the background of the trip and then coming up with several good suggestions. A serious contender for the job.

1) Staff Attitude

2) Product Knowledge

3) Professionalism

4) Sales Technique

approximately £150.00. He confirmed that a courier could be provided at a cost of a day's wage.

This operator was prepared to spend time discussing venues and possibilities and his attitude thoroughout was helpful, friendly and professional. A good all-round performance and an operator who inspired confidence.

1) Staff Attitude

2) Product Knowledge

3) Professionalism

4) Sales Technique

Selwyns Travel Ltd, Runcorn

Telephone answered promptly by a young lady who suggested that the type of trip depended on the type of people.

She thought that a standard coach would suffice. The cost of the coach would depend on mileage and hours taken for the trip. Couriers were not provided but an experienced driver could be provided to do a brief commentary.

She promised to send their brochure (last year's edition as this year's was not yet printed) and concluded that the first step would be to look at this, decide on roughly the area and type of venue and then contact them again.

The impression given was that the trip was not worth discussing until a more definite venue was decided upon. Although the service was friendly, little initiative was taken or advice given. Subsequently a comprehensive brochure arrived.

1) Staff Attitude

2) Product Knowledge

3) Professionalism

4) Sales Technique

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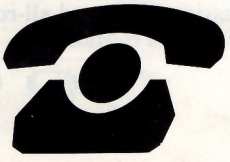

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COACHSURE DIRECT

SPECIAL COACHMART FEATURE

INSURANCE - A RISKY BUSINESS

Rod Davey continues his series on different facets of coach operation by taking a long, hard look at insurance.

RISK management is a woolly science when it comes to coach vehicle insurance. But although there are no principles set in stone, it is often possible to take the advice of your insurance broker and tread some well-worn paths.

Any premium paid has to reflect a number of variables with specific reference to your operation. Broadly speaking, these are a combination of your accident claims record and a thumb-nail assessment of future risks.

'Within the coach and bus industry we are dealing with smaller numbers of players, so there is less scope to spread the risk,' said Brian Chapman of specialist coach insurance brokers Chapman Stevens. 'It is an inexact science in a market with between only six and seven insurers spread between 4,000 operators - especially when you compare it with 200 underwriters for life assurance covering a market of up to 25 million people.'

Insurers usually assess the risk of taking on a customer by examining their last three years of claims experience. Risk assessors then look at your accident record, carefully examining which vehicles and drivers are involved, and the circumstances of each separate incident. Then insurers are able to pinpoint problem areas and guide the operator to do something about them. 'For example, with trivial accidents, they'll ask if refresher driving courses are needed or if the traffic manager is in control,' said Mr Chapman.

Assessment forms go back over the last three years, and contain statistics on the number of vehicles on the road in each year, accidents reported, and the cost of claims. It is then possible to compile an 'incidence ratio,' made up from the amount of accidents divided by the number of vehicles. 'If the ratio is around 60 percent, it is regarded as good - but if the ratio gets higher further analysis is needed,' Mr Chapman said.

Another important ratio is the loss ratio, expressed as claims paid as a ratio of the operator's annual premium. Mr Chapman said a 60 to 70 percent ratio is ideal.

Accidents can happen at any time. Make sure you have the necessary insurance cover.

Many insurers have preferred areas of operation. For example, some tend to avoid covering London operators and others do not like insuring buses. This is where brokerages like Chapman Stevens come in - one way it earns its corn is by finding the operator an insurer suitable for his area of operation.

'In many ways the insurance market is as chaotic as the coach market' - insurance broker Brian Chapman.

'Even with a good claims record one large claim affects the loss ratio,' said Mr Chapman. 'And as it is calculated as a rolling sum the operator's premiums could be high for the next three years.'

All the same, if you've stuck with the same insurer, the company would tend to look over a longer historical period and minimise the effect of a large claim. 'The advantages of staying with the same company is the operator establishes a track record, which is a good thing if accident levels are low, over a period of time.'

Mr Chapman has sound advice about changing horses half-way round the track. 'The time to change may be the year after you've had a bad claim. A new insurer who has not had to pay out on the large claim is often prepared to start from scratch.' 'In fact, in many ways the insurance market is as chaotic as the coach market - very soft at the moment and highly competitive,' said Mr Chapman. 'A broker can often play one off against the other to bring the ▶

◀ cost of premiums down.' But if the operator moves because of high premiums rather than bad service, it is a short lived advantage if his loss ratio, the relationship between his claims and premiums, goes up again. 'Insurers like an even keel with constant premium levels into the future,' said Mr Chapman. And this depends on the operator consciously applying efficient risk management.

'Usually the larger operators have a better idea of risk management and the wherewithal to do something about it,' said Mr Chapman.

Although most insurance companies see the loss ratio as the important variable, there are some companies who won't look at a client if his history shows a high incidence ratio. But both of these variables depend to a large degree on the operator's control of his drivers. When detailed assessments are involved, insurers draw up 'league tables' of driving staff - complied with 'at fault', 'no fault', 'partial fault' and 'questionable fault' columns.

Unfortunately, such tables do not explicitly show those drivers who move deliberately into an accident situation knowing it will be 'non-fault' on their part. It is wise to identify who these area, and the best way is by skilfully steering round to the subject at the accident interview stage.

This is very definitely an unwanted attitude problem - and the idea should not be to nail the innocent, but to get rid of those with this attitude as soon as possible.

Another important aspect of risk management is determining what you really need to insure, and what you can do without. Usually policies are packaged these days, and there are elements in the premium for employers and passenger liability. Both very necessary. But do you really need fully comprehensive cover on your older contract vehicles? The answer depends on an examination of your own particular circumstances.

Another way of saving on insurance costs, a way which is becoming increasingly popular these days, is to obtain smaller quotes by accepting larger excesses. Brian Chapman said these were now often over £500 on many policies. 'Excesses may be calculated as a percentage of vehicle value and then reflected in the premiums as a pound-for-pound swapping exercise,' said Mr Chapman.

Brian Chapman of specialist coach and bus insurance brokers Chapman Stevens: a good broker can keep your premiums down.

'It may be better for the operator to have a large excess and do the small accident jobs himself - cutting down on claims incidence and thus saving up cover for the larger accidents.'

If the loss ratios go in the right direction, which in practical terms means that claims are less than 50 percent of premiums paid, there could be a rebate of premium at the end of the period insured.

'This can be in the form of a sliding scale of rebates,' said Mr Chapman. 'This is a sort of no claims bonus in reverse, with the operator seeing the benefit of improving the insurer's risk by improving his own risk management.'

Premiums can also be geared to turnover, with insurance packages and one premium covering everything. However, this is more suitable for the larger operator. Yet another way is signing up for three years to guarantee the insurance company the business for that period, and receiving a discount in return. It has been done with insurance on buildings - but it is now being increasingly offered with vehicle insurance. A spin-off is the additional stability of premium increases over the period pegged at a certain percentage figure.

But some things are just not worth saving on. One example is legal expenses insurance. For example, this brings advantages when the operator is not insured for loss of vehicle use when not at fault. Such cover means such losses can be recovered quickly and efficiently from the insurers of the blameworthy party.

Chapman Stevens uses solicitors Wedlake Saint, specialists in the legal world of coach and bus operation, on legal claims for insurance settlements. 'Small operators have not always got the time and money to pursue such legal claims effectively - but with the back-up of legal resources it can be done,' said Mr Chapman.

'If loss of use is claimed with the threat of legal action, insurers pay up quickly and in full. As it eases cash flow, it is advisable to have this sort of cover.'

Brokers vary enormously in quality and effectiveness, and specialist brokers must come out on top in any comparison. but a good way of seeing if you've got the right man handling your insurance concerns risk being managed effectively at all stages.

For example, is your claims history written on the back of a fag packet, or is there a comprehensive pro-forma designed to effectively put your case to the insurers?

If there is, it will undoubtedly keep your premiumslower than they would otherwise be.

And such record means that the operator can check his insurance cover at any time - and ensure things are moving in the right direction.

WHAT TO DO IMMEDIATELY AFTER AN ACCIDENT

If you feel you are NOT at fault:

1 Look for independent witnesses and ask for full names and addresses - any support from independent witnesses is essential for early and speedy settlements from third party insurers, who may claim their client is not at fault afterwards.
2 If the Police are present get name, rank, epaulet number, home station address and divisional reference of the officers involved.
3 Obtain the name and address of driver of any other vehicles involved in the accident with full details of vehicle and any visual damage. If the driver is not the owner get the owner's details.
4 Ask for name, address and policy number of other driver's insurance company. Road Traffic Act regulations changed on January 1, 1989, and this information must be given, even if no-one is injured. It essential for an early settlement of your claim.
5 If the other party admits fault, or offers to pay privately, get the other driver to do this in front of another witness. Better still, get the driver to confirm this in writing there and then.
6 Make a detailed sketch of the accident site with positions of all vehicles, point of impact, road names and numbers, signs and markings - and whatever else may be relevant before driving away.
7 Although it might seem a little over the top, carrying a camera with flash and take photographs.

If you feel you ARE at fault:

1 Do not admit liability - but give your name, address and full insurance details.
2 Get full details of third party driver, vehicle and insurance details. If they have secured any independent witnesses try to get their names and addresses.
3 If police attend, get their names, epaulet numbers and home station address.
4 Make a sketch of the accident site as above.

This advice is provided by Bryan Hardy of Coaching Insurance Consultants.

WHAT OPERATORS THINK

How three operators in different parts of the country, with fleets ranging from four to 24, insure their vehicles.

Travel Wright of Newark: 24 vehicles

TERRY Wright is managing director of Travel Wright, a Newark-based operation running a fleet of 24 PSVs on a mix of coach and bus work.

'All our fleet has been covered by the Norwich Union for quite a long time,' said Mr Wright. His insurance is arranged through Nottingham-based brokerage Eastwood-Goodliffe. 'Because we've dealt with each other for so long our total vehicle insurance bill now amounts to £28,000 each year, which includes passenger liability insurance and any excess for new vehicles. It averages out at £1,166 for each vehicle.'

But although Mr Wright block-books his insurance for the whole fleet, different types and ages of vehicle attract different premiums - he has registrations ranging from 1979 up to front line coaches with 'H' registrations.

Mr Wright's broker keeps the break-down of premiums on each individual vehicle. But the operator can always get an instant figure for any coach or bus when he needed it. There is a £100 excess on each vehicle insured, so the majority of accident damage is dealt with in Travel Wright's own workshops.

Terry Wright: a close watch on passenger complaints.

The company's low premiums reflect its accident record.

'A lot of accident damage doesn't go beyond the £100 excess, apart from in terms of time, so we do a lot of work without claiming,' said Mr Wright. 'It helps keep up our 'no claims' bonus.' But when the company does claim, it carries out most of the work under arrangement with the insurance company, with only major damage going out to other companies.

Mr Wright insists all his new recruits spend a period of time on contracts before they are allowed on any tour work. And he also keeps a 'tick chart' of passenger complaints.

This, in fact, is 'risk management' in practice - and is the sort of thing to keep those insurance premiums down.

Maintenance policy is just as important.Travel Wright does its own test preperation, inspections, panel work and painting.

The company employs four fitters and one YTS trainee - who are assisted by the boss, as Terry Wright is a time-served fitter.

All the fitters have worked for Wright since leaving school. Wright's policy includes an agreement for insurance rates for continental travel.

Significantly, when Travel Wright's premium is renewed every June, other insurance companies canvas for it.

Mr Wright said: 'Insurance is competitively priced provided your accident claims record is a good one.'

Petch's of Hopton: 11 vehicles

PETCH'S of Hopton in Suffolk has a fleet of 11 vehicles covered with an O-licence for nine, allowing for two to be worked on at any time in its purpose-built workshop, built in 1988.

With vehicle ages going down to 1975 registrations, all vehicles carry a £250 excess apart from its 1989 Bova Futura flagship which has an excess of £50.

Insurance is fully comprehensive down to its 1978 Bedford YMT/Duple Dominant II and two out of four 1975 Bedford YRT/Duples. The other two and a 1977 Bedford YMT/Plaxton Supreme are off the road and are covered with third party fire and theft policies.

The 66-year-old company has been been covered by General Accident since 1980. It used Guardian Royal before then for 50 years.

Petch's premiums with General Accident reached a high spot in 1989 when it paid £10,900, but last year they dropped to £8,100, below the 1988 level of £9,220. Significantly the drop coincided with increased competition in the insurance market.

Petch's General Accident policy was arranged through the Bury St Edmunds brokerage of Ling Cook Insurance Services which joint director Lloyd Baker says gives good service.

Fully comprehensive cover includes the whole vehicle, which includes vehicle glass up to £500 on any one claim. So the glass insurance covers the Plaxton split windscreens, but does not cover Petch's Bova Futura or Duple Laser with replacement costs of £2,000. The cover includes passenger liability.

The company's premiums show its 'no claims' record is good and since 1975 it has only put in one major claim, which was not its fault.

Assisting its excellent no claims record is Petch's maintenance and driver recruitment policies. Its £68,000 workshop has one pit and three hard standings - and the company employs one full-time time-served fitter, with two part-time fitter drivers and a full-time panel beater. Its maintenance programme involves an inspection for each vehicle every six weeks and a service every 10,000 km.

The company repairs its own damage when possible, including gasket glasses but excluding bonded glass on the Futura and the Laser, and then bills the insurance company.

Petch's also has a driver recruitment and training policy helpful for keeping its premiums down. Out of seven full-time drivers, the company has trained five from scratch at the PSV driver training centre in Norwich.

Neneway of Peterborough: 4 vehicles

NENEWAY Coaches in Peterborough is a four coach operation based at BRS's premises in Fengate.

Proprietor ex-policeman Robert Blunt's fleet features a 1986 Leyland Tiger/Plaxton 3200 low driver, a 1981 Leyland Leopard/Duple Dominant IV, a 1978 Bedford YMT/Plaxton Supreme III, and a 1974 Bedford YRT/Duple Dominant I.

Mr Blunt established the firm in June 1987. 'With no previous experience as a driver or an operator I had a hell of a job finding a company to handle my insurance,' he said. But eventually he found Dominion Insurance - then changed to the Prudential, dealing direct with a general branch consultant in Boston. 'I changed to reduce my premiums.'

Neneway currently pays £3,698.20, which covers motor insurance, fire and additional cover, theft - and employer's and public liability insurance. The two Leylands are covered comprehensively with the Bedfords on third party fire and theft. Broken down, the premiums are £1,750 for the Tiger, £1,250 for the Leopard - and £500 each for the Bedfords.

'But I've nearly paid out the same as the premium money I've saved with third party cover on the Bedfords, involving a windscreen on one and slight damage on the other, so I'm thinking of switching to fully comprehensive cover,' said Mr Blunt candidly. 'There is a slight saving - but I'm not really spreading the risk.'

His fully comprehensive cover carries an excess of £100 paid by direct debit.

Neneway's premiums are kept to manageable levels with Mr Blunt's strict maintenance and recruitment policies. 'I am very careful when it comes to recruiting drivers,' said Mr Blunt. 'But I can't always be as thorough as I would like.' However, his previous experience as a law enforcement officer has come in handy. 'I assess people first and judge their character. It's horses for courses really - with some drivers more suitable for contract work and others better for the special hires.' He employs one full-time driver, with the rest part-time.

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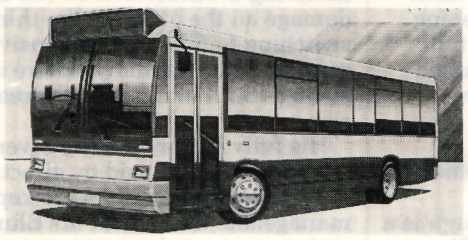

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Weekly report on law and the coach operator By Michael Jewell

LEGAL NEWS

● THE entitlement to drive large buses non-commercially is to be withdrawn from ordinary car driving licence holders from April 1 this year.

But there will be a concession to experienced drivers if they make a claim for it. And the proposal that drivers continuing to drive large buses on their car driving licences would be restricted to carrying not more than eight passengers has been abandoned.

Announcing his proposal to amend the 1987 Driving Licence Regulations, Roads and Traffic Minister Chrisopher Chope said: 'It is important that experienced drivers recognise that their entitlement to drive passenger carrying vehicles with more than 16 passenger seats will cease unless they register their entitlement.

'They will need to provide evidence of substantial, relevant and recent driving experience and meet the required health and conduct requirements in order to do so. Claims must be made before April 1 1992.'

The changes in the driver licensing system are intended to bring driver licensing in this country into line with European Community requirements. This would mean each member state would produce a single driving licence in an EC model format.

● A NEW Coach and Bus Driver's Handbook is now available from Croner Publications.

As the title implies, the handbook contains valuable information for PSV drivers on both operational and vehicle law.

Operational law covers drivers' hours regulations, use of tachographs, duty rosters, conduct of drivers and their responsibilities (especially towards passengers), type of licences, speed limits etc. Vehicle law covers information on the construction of vehicles to comply with the law and the effects of changes in the law since the introduction of the 1985 Transport Act.

Written by Paul Fawcett, the 152 page book is priced £4.95, including postage and packing, but some discounts are on offer.

More details from Croner House, 173 Kingston Road, New Malden, Surrey KT3 3SS. Tel: 081 942 8966.

Convicted coach driver wins his licence bid

COACH driver Desmond Lewis, who plans to trade in Ipswich in partnership with his wife Linda as Harlequin Travel, has been granted a new restricted licence authorising the operation of one vehicle despite having a past conviction for drink driving.

The couple appeared at a Cambridge public inquiry, and Eastern traffic commissioner Brigadier Compton Boyd said that as their application had been dated September 24, the new regulations in regard to the repute of operators did not apply and consequently he would disregard a number of convictions recorded against Mr Lewis which were not connected with transport.

However, there was still a question mark over his repute because he had been convicted of a drinking and driving offence in 1983, of failing to provide a specimen of breath in 1984 and of careless driving in 1989.

Mr Lewis said he had appeared before the commissioner last year over his PSV driving licence, having applied for work with Atlas Coaches in 1987 without disclosing his drinking and driving convictions.

The convictions had occurred in 1983 and 1984 when his first wife had left him with two young children to bring up. The careless driving conviction in 1989 had occurred when he was working for National Express. He had had a slight accident, clipping a car, but nobody had been injured.

He was currently working for Beeston Coaches, driving on school contracts five days a week. He hoped to buy a 16-seater Sherpa, which would be used on private hire and possibly contract work. He had a friend who would help him with the driving. He would like to later go for a CPC himself and work full-time in the business.

Brigadier Boyd said he had to be able to trust operators as he could not check on them all the time. He had to trust that the Lewis' vehicle would be properly maintained, that they were running their affairs properly and keeping to the laws of the land in every aspect of road safety. In that sense, there was a moral dimension to a PSV operator's responsibilities.

After Brigadier Boyd had said that it was a pretty pathetic record, and that Mr Lewis' past was a bit rocky, Mr Lewis said he had now got his life in order.

Granting a licence for one year to see how things went, Brigadier Boyd said he took account of the fact that the drinking and driving offences were some time ago, and he was prepared to give Mr Lewis the benefit of the doubt.

He hoped that the past was the past, but he had to be careful. Inevitably, it would be bad news if Mr Lewis appeared before him again.

G&G's licence duration is cut

WESTERN Travel Group subsidiary G&G Travel has had three years cut from its licence because of poor maintenance.

The company's bus operator licence for 29 vehicles will now expire on April 30, 1992.

West Midlands traffic commissioner John Mervyn Pugh heard at a public inquiry that the company - based in Leamington Spa - was acquired by Western in December 1989.

In March and April last year, 15 prohibition notices were issued, 13 of them immediate.

Two more immediate prohibitions were issued between October and November.

Vehicle examiners said that maintenance had improved by then, but tighter monitoring was still required.

John Hodgkins, managing director of G&G, said there had been problems following the takeover because the previous owners had underspent on vehicle maintenance.

The company had since moved to new premises in Leamington which it shared with sister company Midland Red South.

Reducing the size of its fleet had also helped improve the level of maintenance.

Last July, G&G - which runs registered, contract and hire services - had a peak vehicle requirement of 29 vehicles which was down to 20.

▶

Weekly report on law and the coach operator By Michael Jewell

Good and bad news for J R Coachways

NORTH Western traffic commissioner Martin Albu has granted Mohammed Riaz's application to increase the vehicle authorisation on his restricted licence from one to two minibuses, but has cut its duration due to maintenance problems.

DTp vehicle examiner Alban Jackson told a Manchester public inquiry he had carried out an investigation because of the condition of a vehicle presented for annual test and Mr Riaz's reluctance to accept advice.

Of two vehicles in possession, one was new. The other had failed its annual test for extensive under body corrosion in 1989. It was repaired, and, though it then passed the test, Mr Riaz was advised it was unlikely to pass again. The same vehicle was re-presented in 1990 and failed.

Mr Riaz - trading as J R Coachways, of Accrington - was told it was beyond economic repair. The vehicle was presented for re-test, and six of the original 15 defects were either still present or had been inadequately repaired.

In that condition, the vehicle was incapable of standing even the slightest accident. The repairs were purely of a cosmetic nature.

In October or November 1990, Mr Riaz purchased another vehicle, having sold the defective one which was still without a test certificate.

He found the replacement to be in a reasonable condition, though he imposed an immediate prohibition notice for a seized load sensing valve on the braking system. Though that defect was not Mr Riaz's fault, it ought to have been picked up on inspection of the vehicle.

One vehicle was incapable of standing even the slightest accident.

Mr Riaz had no facilities and his maintenance was contracted out. Parking facilities were available at the premises of another operator. There was no evidence of any intermediate checks between the preventative maintenance inspections every eight weeks. The maintenance contractor said he only undertook the inspections and mechanical repairs, and he didn't do any body repairs.

Mr Jackson said inspection records did not reflect the true condition of the vehicle. He had considerable doubt Mr Riaz could maintain vehicles to PSV standards.

Mr Riaz said he had sold the original vehicle the day before its test certificate expired after he had been told that it was uneconomic to have it repaired. The new one was under warranty and went to the main dealer for maintenance. The other vehicle was maintained by Alan Benson and the bodywork was done by another garage. The vehicles were used on school contracts and private hire work. He was in the process of taking the CPC exam and he had the assistance of a Mr Choudray, a CPC holder.

Mr Riaz said his main occupation was driving a taxi for his brother. At present, he had a part-time driver who did the contracts for him. He had carried on running the vehicle after being told it was unfit to be repaired, as it still had a current test certificate and no prohibition notice had been issued.

After Mr Albu said Mr Riaz had been told that the vehicle was not fit and it had failed its test, John Backhouse for Mr Riaz, said he understood that it still had a current test certificate as it had been sent in for test early.

Sayeed Choudray said he had been a bus driver for the past 12 years and he had passed the CPC examination. He would help and advise Mr Riaz whenever needed until he passed the exam himself.

Mr Backhouse said Mr Riaz had needed being put on the right lines, and that seemed to have happened.

His intention was to become professionally competent and then extend his licence beyond a restricted one.

Mr Albu said he was now told Mr Riaz had got newer vehicles, in better condition, and that they were being properly looked after.

He noted Mr Riaz was now taking more professional advice, and no doubt there was need of it. The maintenance of vehicles was desperately important and must not be neglected.

Mr Riaz was carrying passengers and he was putting them at risk if he did not keep his vehicles in tip top condition.

Curtailing the period of the licence so that it now expires in March 1992, Mr Albu said at that time he would want to see a set of accounts as well as the maintenance records.

He said further problems would result in Mr Riaz appearing before him again.

Partnership break-up leads to adjournment

THE break-up of the Wrexham-based partnership of W and A Chard - trading as Economy Coach Hire - has led to the adjournment of disciplinary proceedings.

North Western traffic commissioner Martin Albu has warned that as a result of the split, the firm has no valid licence to operate.

It held a licence authorising the operation of three vehicles, and it had been called before the commissioner because of an adverse report about the maintenance of its vehicles from a DTp vehicle examiner.

Examiner Roger Byrone said the essential difficulty was the maintenance arrangements. But, he felt if the vehicles were maintained by a commercial garage now contracted to do the maintenance, they ought to meet the required standard.

Mr Byrone said the vehicles operated were relatively old. They could be brought up to standard but they could also quickly fall back again.

Wayne Chard said the business was no longer a partnership and he was running it on his own. He and his brother had taken it over from his deceased father but his brother left the partnership on January 16.

It was conceded now his father did not maintain the vehicles to the required standard.

They were now being maintained by the commercial garage with inspections every four-six weeks.

To ensure they were defect free, he had stepped up pressure on drivers to report defects. He inspected each vehicle himself every Sunday. They were put over a pit and if defects were found they went into the commercial garage for repair.

Mr Chard said there were a number of operators at his centre, and he had been asked to find alternative premises which he had. The firm's work consisted of two works' contracts, one registered service and private hire. He was the principal driver and he also employed a number of part-time drivers.

Mr Chard said an accountant had drawn up a cash flow forecast for 1991/92, which showed an operating surplus, but Mr Albu said it was not much.

Mr Albu said the problem was that Mr Chard was operating as a new entity and he needed a new licence.

Adjourning the proceedings and inviting Mr Chard to apply for a fresh licence, Mr Albu said technically the partnership had been dissolved and the licence was not valid.

It took a couple of months to be granted a new one. There were no provisions for an interim licence under the PSV regulations.

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Romans have been sighted at Tower Hill in the City of London – as have Viking hordes, Christopher Wren, and the Luftwaffe.

From late Summer 1991, visitors to London will be able to experience the same sight; London's first dark ride museum, illustrating 2,000 years of the City's colourful history.

Developed by the Culverin Consortium in association with the Museum of London, the Tower Hill Pageant will be a major new tourist venue.

The Pageant is located within the Tower Hill Vaults, next to the Tower of London. Visitors will travel in automated cars through the City's history, experiencing the sights, sounds and smells through the latest display techniques.

Within the Pageant the Museum of London are staging a unique display of waterfront archaeological finds and the complex also includes shops and restaurants.

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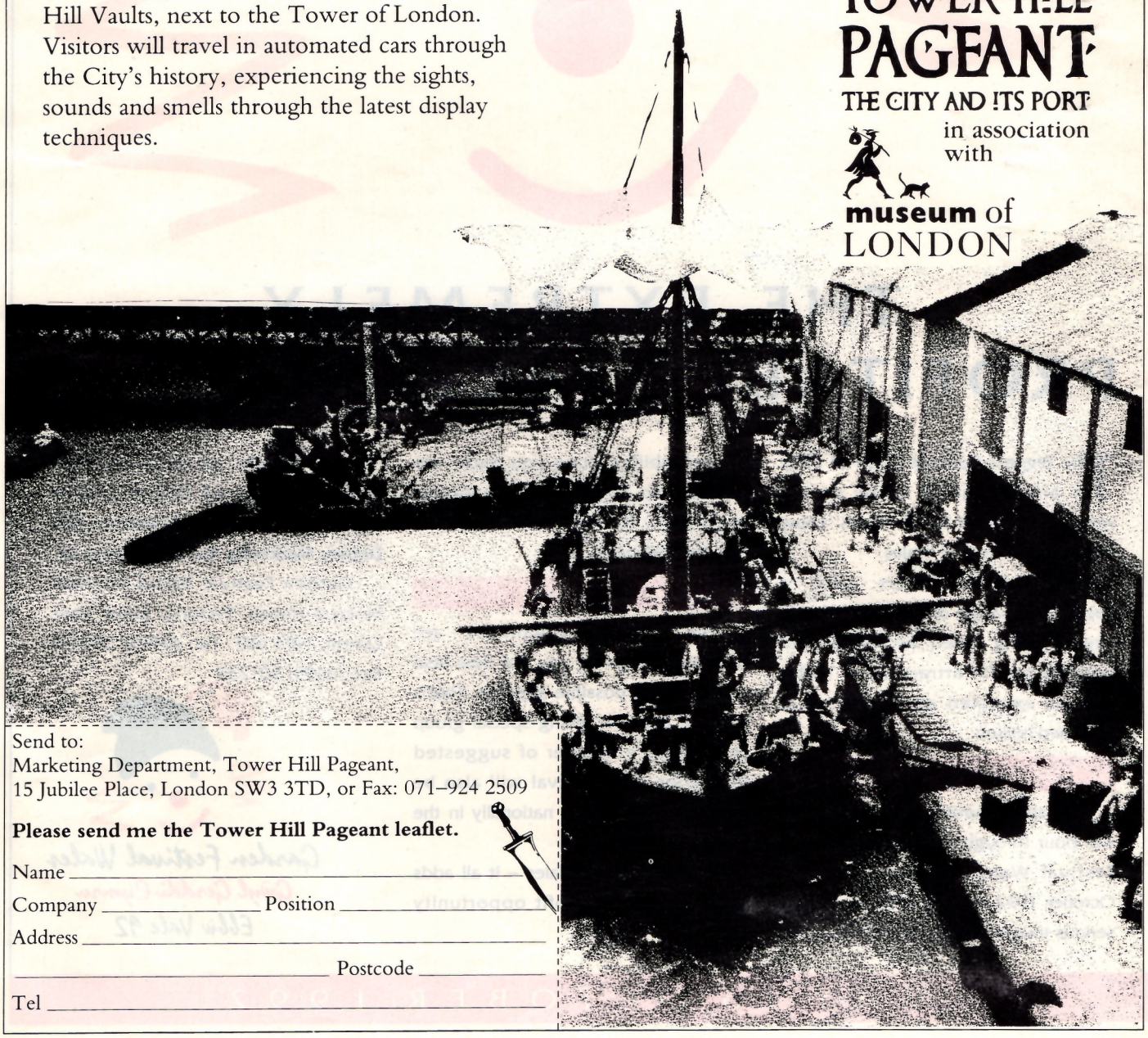

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Garden Festival Wales
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MAY *to* OCTOBER 1992

GFW 7

Flowers on parade at Springfields Gardens

Gardens are a feature of the British way of life. Few countries in the world can match our love of gardening and, through geographical and climatic factors, the sheer variety of plants and flowers which grow in our islands.

Britain enjoys a rich heritage of established gardens and parks, and an ever-growing interest in gardening as a hobby. Gardening is big business, offering plenty of opportunities for the coach operator, both in annual shows and exhibitions and permanent gardening attractions throughout the country.

To help you plan your itinerary for the coming season, here's a selection of gardening shows, exhibitions and attractions.

Beautiful Bodnant is always in bloom

Bodnant Garden, one of Wales' top ten attractions, is reputed to be one of the finest in the world. Situated above the River Conwy at Colwyn Bay, it looks across the valley towards the Snowdon range.

The upper part, around the house, consists of the Terrace Gardens and informal lawns shaded by trees.

The lower portion, known as 'The Dell' is formed by the valley of the River Hiraethlyn, a tributary of the Conwy, and contains the Pinetum and Wild Garden.

The vast collection of plants, both in the formal and informal section of the gardens, ensures colour and interest at all times.

Open: Mid-March - October 31, 10am-5pm. Last admission 4.30pm.

Group prices: (20 minimum) £2.20 per person.

More information from Martin Puddle, Bodnant Garden, Tal Y Cafn, Colwyn Bay, Clwyd LL23 5RE. Tel: 0492 650 460.

One of the top attractions for garden and flower lovers is undoubtedly the little market town of Spalding in Lincolnshire - home of the world-famous Flower Parade and Springfields Gardens.

The Flower Parade weekend has been held annually since 1959 and attracts hundreds of thousands of spectators to see a blaze of colour and excitement as the beautifully-decorated floats make their way along the 4 mile route through the town. This year's event is on Saturday May 4, with the Parade beginning at 2pm. As all the town roads are closed during the Parade, it's essential to get there early.

The nearby Springfields Gardens offer plenty more to see, too. There are 25 acres with tulips, daffodils, hyacinths and miscellaneous bulbs, together with a woodland area, sunken garden, paved walks, lawns, lake and a glasshouse planted with hundreds of varieties of tulips.

Springfields new spring season begins later next month, and runs until the middle of May. More than 2,000 coaches visited Springfields and the Flower Parade last year and even greater numbers are expected this year.

Excursions and private parties are welcomed and advance bookings with payments qualify for a 15% discount.

Bookings are also now being accepted for the three day Flower Float Festival, which runs from May 4-6, and coaches can also be pre-booked.

The Springfields Gardens summer season, which runs from July 1- September 30 offers a blaze of colour with

tens of thousands of bedding plants and roses. To celebrate the Gardens' 25th anniversary, a summer extravaganza has been organised for August 10-11. The two fun-packed days will include TV personalities, childrens entertainment, craft and antique fairs and much more.

A video, which shows places of interest in Lincolnshire, as well as extensive coverage of the flower parade and Gardens, is also available.

Open: March 29-September 30.

Group prices: Gardens only: adults £2, accompanied children free. Flower Parade weekend and Country Fair: Adults £3, children 5-16 £1, OAPs £2. Pre-booked coach parking, Saturday May 4 £7; Sunday May 5 £5. Less 15% discount for groups of 30 when booked and paid in advance. Coach drivers receive free meal at Springfields dining hall/tearooms.

More information from Brian Willoughby, Springfields Gardens, Camelgate, Spalding, Lincs PE12 6ET. Tel: 0775 711209.

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Set in the magnificent Hampshire countryside are the Hillier Gardens and Arboretum at Ampfield, near Romsey.

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Group rates: (30 or more) £1.20 per person. Guided tours for groups over 15 only.

More information from: Wendy Butler, Hillier Gardens and Arboretum, Jermyns Lane, Ampfield, nr Romsey, Hants S)51 0QA. Tel: 0794 68787.

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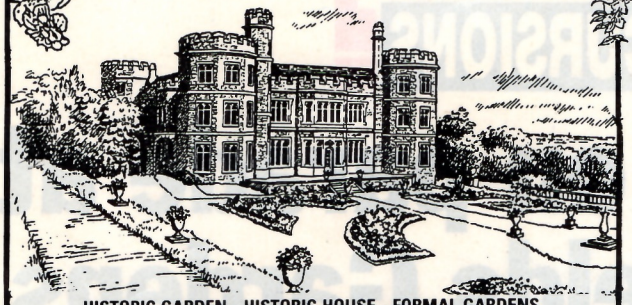

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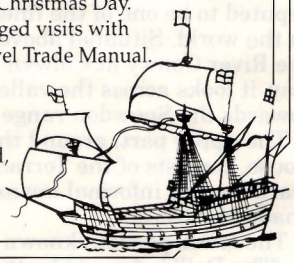

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NT plans 'Gardens Year' programme

This year is the National Trust Gardens Year and a whole calendar of events, at National Trust properties throughout the country, has been arranged.

One of the many highlights of the calendar is the opening of the newly-restored Victorian garden at Biddulph Grange in Staffordshire.

The property was acquired by the Trust in 1988 and, since then, has been the scene of extensive restoration work on the rare high Victorian garden there.

Conceived by James Bateman, the 15 acres are divided into a number of smaller gardens, designed to house specimens from his extensive and wide-ranging plant collection.

An Egyptian Court, Chinese Pagoda, Joss House, Bridge and Pinetum, together with many other settings, all combine to make the garden a miniature tour of the world.

There's a shop and tea room serving coffee and home made teas. Access for disabled visitors is difficult.

Open: May 1-November 3, Wed-Fri 12 noon-6pm; Sat, Sun, Bank Holiday Mondays 11am-6pm. Pre-booked guided tours at 10am on Wed, Thurs, Fri. Also open November 9-December 18, Sat and Sun 12 noon-4pm.

Group rates: £3; pre-booked guided tours £5.

More details from: Biddulph Grange Gardens, Biddulph, Stoke-on-Trent ST8 7SD. Tel: 0782 517999.

● **For full details of the National Trust's Gardens Year '91 Outdoor Events, send an A4 SAE with 24p stamp to: The Events Department, Joanna Boyson, The National Trust, 36 Queen Anne's Gate, London SW1H 9AS.**

Hatfield's gardens take you back in time

Hertfordshire's Hatfield House offers a wonderful spectacle for the garden lover, with its West Gardens dating back to the late 15th century.

But it was Robert Cecil, first Earl of Salisbury, who built Hatfield House at the beginning of the 17th century, who was mainly responsible for the superb gardens.

He hired John Tradescant the Elder to plant and lay out the gardens, sending him to Europe to bring back trees, bulbs, plants and fruit trees, many of which had never been grown in England before.

Tradescant introduced the double anemone, given to him the gardener of the Emperor Maximilian, and it was first grown in the Hatfield gardens. Tradescantia Virginiana, with its curious three-petalled flower, was brought back by Tradescant's equally-famous son, John, from Virginia.

Sadly, the gardens fell into decay and in the 18th century, when landscape gardening became fashionable, were swept away, with parkland reaching to the walls of the house.

In the mid 19th century the Lord Salisbury of the day decided to restore the gardens and they returned to formality with terraces and parterres.

During the last few years the present Marchioness has tried to re-create the gardens in their planting and design

to have the feel and manner of the gardens of the 17th century.

The lower West Garden has been completely re-designed and planted and is now a scented garden with a variety of sweet-smelling flowers, bulbs, trees and shrubs with a herb garden at its centre.

The West Garden, enclosed by a yew hedge, is a copy of a design found in the archives, with herbaceous plants, roses, irises and peonies, with a lot of rare and unusual plants. A knot garden has also been planted in the courtyard of the Palace and contains a collection of plants and bulbs grown in the gardens by Tradescant and plants grown in the 15th, 16th and 17th century.

To the south of the formal gardens lies the Wilderness Garden, 13 acres of grass, forest and ornamental trees, rhododendrons, camellias, magnolias, cherries and flowering crabs.

A Festival of Gardening is held at Hatfield House during the third weekend of June.

Open: March 25-2nd Sunday in October. West Gardens, daily 11am-6pm, except Good Friday; East Gardens 2pm-5pm, Mondays only except Bank Holidays; House, daily except Mondays and Good Friday, 12 noon, guided tours only.

Group prices: (20 or more) available on request.

Where: 21 miles north of London (A1000) easy access from M1 and A1(M). Seven miles from M25.

More details from The Curator, Hatfield House, Hatfield, Herts AL9 5NQ. Tel: 0707 262823 or 265159.

Summer gardening festival line-up

South Cheshire is running a special Festival of Gardening this summer, from May 24-July 14, offering plenty of excursion and short-break opportunities for coach operators.

You can pick and choose from a host of special events, demonstrations and celebrity appearances designed for all ages.

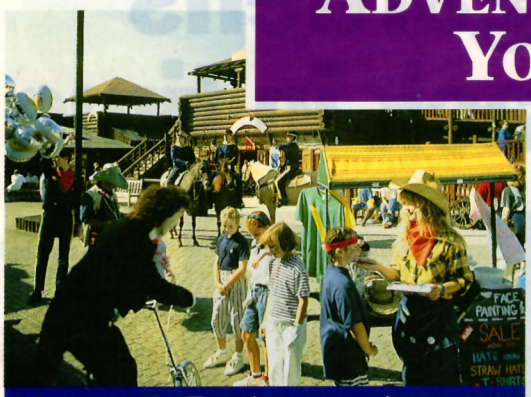
South Cheshire's stately homes, castles, parks and specialist centres will be putting on a special show all summer. designed to appeal to expert gardener and enthusiastic amateur alike.

Events include: step-by-step demonstration of hanging baskets, both ancient and modern; planting of dwarf conifers and heathers; how to plant a herb garden; floral art show; Military Band concert; a special lecture on carnivorous plants and expert tips on water lilies, Koi carp and ornamental pools.

Information on guest houses, farm houses and hotels offering special discounts during the festival is also available.

The free calendar of events is available from: Crewe Tourist Information Centre, FREEPOST, Crewe and Nantwich Borough Council, Municipal Buildings, Market Hall, Earle Street, Crewe, Cheshire CW1 2BR. Tel: 0270 583191 ext 691.

Our Great Adventures Will Fill Your Coaches



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Out Of This World Rides

The surest way to fill your coaches is by promising a great day out. That's exactly what two of Britain's most exciting theme parks deliver.

Camelot is a breath-taking kingdom of medieval make-believe. The American Adventure captures the electrifying spirit of the USA.

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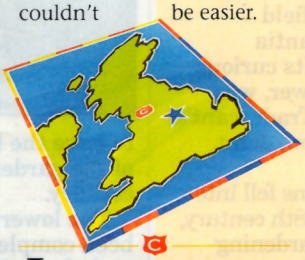
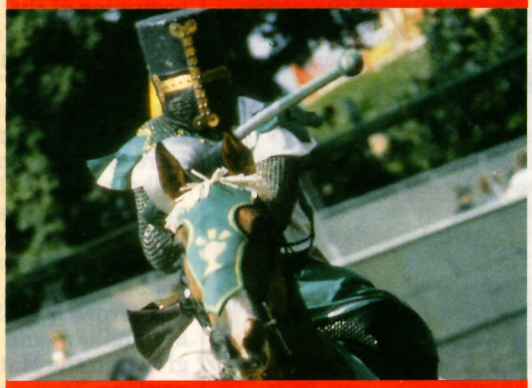


Information Hotline

To receive your special coach operator's pack, just phone our Information Hotlines and quote ref TE.
***American Adventure** – 0773 531521,*
***Camelot** – 0257 453044.*

Welcome To Camelot



Jousting Knights

Terrifying Attractions

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BETWEEN DERBY AND NOTTINGHAM.
JUST OFF THE M1, JUNCTION 26.
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CAMELOT ADVENTURE THEME PARK

BETWEEN WIGAN AND PRESTON.
M6 JUNCTION 27 & 28. M61 JUNCTION 8.
☎ 0257 453044

More Than Just A Great Adventure

Special Events
A whole programme of special events ranging from radio roadshows to family fun days are planned throughout the season at both The American Adventure and Camelot Theme Parks.

Summer Nights
Available at the American Adventure throughout the summer – evening entertainment American style. Fridays and Saturdays from 21st June until 31st August inclusive, when the park is open until 9.30pm. (Special evening rates available.)

Corporate Entertainment
Unique business functions and corporate events are a speciality of both The American Adventure and Camelot Theme Parks. For further details please contact the individual park.

Weekend Breaks
Situated within Camelot's 130 acres of landscaped grounds is Park Hall Hotel which offers special package rates in a variety of accommodation types and all the facilities of a resort hotel.

A New Adventure Every Day

Bumper line-up at Spring Gardening show

The Spring Gardening Show at Syon Park, Brentford looks certain to prove a magnet to all gardeners and garden lovers.

The show, from April 19-21, offers a huge display of exhibits, demonstrations, seminars and teach-ins ..... and plenty of excursion and day-trip opportunities for coach operators!

Show highlights include:

- Everything you need for the garden, from tools to plants, conservatories to books, furniture to barbecues.
- Floral display area, including displays by several Gold Medallists.
- Organic gardening exhibits and demonstrations.
- Seminar programmes with top gardening experts like Clay Jones, Geoff Hamilton, Anne Swithibank, and Daphne Ledward.
- Gardeners' clinic.
- Display gardens and demonstrations by top Interflora designers.

As an added bonus there are Syon Park's additional attractions - Syon House, home of the Duke of Northumberland and the Park's fabulous gardens.

The gardens are set in 55 acres of parkland, landscaped by Capability Brown, and contain a six-acre rose garden. There's a massive conservatory, containing an aquarium and one of the most comprehensive horticultural garden centres in the country.

There's free hard-standing coach parking at the show and generous discounts for coach operators and group organisers.

Open: April 19-21, 10am-5.30pm.

Group prices: Adults £3, children 5-14 £1, OAPs £2 (all ticket requests in writing by April 6).

More information from: The Spring Gardening Show, Rowe House 55/59 Fife Road, Kingston Upon Thames, Surrey KT1 1TA. Tel: 081 549 5831.

For information on Syon House and Syon Park Gardens, write to Syon Park, Brentford, Middlesex. Tel: 081 560 0881.

Visit Anne Boleyn's gardens

Hever Castle in Kent, one of Britain's most-visited stately homes, is an enchanting 13th century double-moated castle, childhood home of Queen Anne Boleyn, set in magnificent gardens of 30 acres.

The gardens feature fine topiary, including a maze, a superb Italian garden with statuary and sculpture dating back 2,000 years and a 35 acre lake where visitors can walk and picnic.

There's an adventure playground for children and a fleet of radio-controlled model boats.

There's a licensed self-service restaurant and the Pavilion restaurant can be opened for group lunches and teas outside normal opening hours by arrangement. A large, free coach park is opposite the entrance lodge.

Open: Daily, March 19-November 10, gardens 11am, house 12 noon.

Group rates: (minimum 15) gardens only: adults £2.60, students £2.30, children £1.60. Castle and gardens: adults £3.90, students £2.80, child 5-16, £2.

More details from: Jan Roberts, Hever Castle and Gardens, Hever, nr Edenbridge, Kent TN8 7NG. Tel: 0732 865224.

Bressingham Garden is on the right lines!

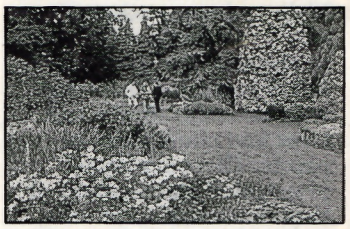
Bressingham in Norfolk, offers an exciting day out for the whole family - with its internationally-famous gardens and special steam museum.

There are six acres of beautiful gardens with trees, shrubs, flowers and plants in the Dell Garden, created by Alan Bloom, the founder of Bressingham.

There's also the two-acre Bressingham Plant Centre, which contains many unusual and rare plants among the thousands of varieties available.

The Garden Pavilion offers a superb range of pot plants, books and souvenirs.

Also on site is one of the most comprehensive collections of British and European locomotives, all housed under cover in extensive locomotive sheds.



One of the stars of the show is the 'Royal Scot', one of the most famous locomotives in the world.

Other attractions include the Norfolk Fire Museum, a collection of fire engines and equipment dating from 1882 to the present day; picnic areas, souvenir shop and restaurant.

Open: Daily from April 28-October 31, 10am-5.30pm.

Group rates: (20 or more) adults £2.25, children £1.35, advance payment only.

More details from Bressingham Steam Museum and Gardens, Bressingham, Diss, Norfolk IP22 2AB. Tel: 037 988 382/6.

See Europe's largest array of houseplants

Boasting more plants and more varieties than anywhere else in Europe is Bridgemere Garden World, near Nantwich in Cheshire. There are 25 acres of gardens, plants, glasshouses and shop with an Egon Ronay-recommended coffee house. The Garden Kingdom includes the W I cottage garden and Europe's largest array of houseplants.

Open: Daily until dusk, summer 8.30pm latest, winter 5pm latest. Closed Christmas Day and Boxing Day.

Group prices: Free admission; 50p entrance to Garden Kingdom. Free coach parking.

Where: Bridgemere, south of Nantwich on A51, junctions 15 and 16 off M6.

More information from: Bridgemere Garden World, Bridgemere, nr Nantwich, Cheshire. Tel: 09365 381.

Open day attractions at Stourton House Garden

A host of special 'open days' are lined up for the new season at Stourton House Garden at Stourton, Warminster in South Wiltshire.

Daffodil Day, Azalea Day, Delphinium Day and Hydrangea Day are included in the special programme, while the special Plantsman's Days cover the same flowers in week-long displays.

Stourton Housed is home to Anthony and Elizabeth Bullivant's Plant Lovers Garden, four acres of beautiful plants and flowers.

There's a Woodland Garden, Herbaceous Garden, the 12 Apostles Walk and many other garden attractions laid out on the site. The garden is full of ideas and surprises with colourful shrubs and trees and many unusual plants. There are home propogated plants, many of them uncommon and rare, for sale and 20 varieties of hydrangeas and bouquets of dried flowers for sale.

There are facilities for the disabled and the gardens are easily accessible to wheelchairs. Home made teas available in season.

Open: Easter Monday, then every Wednesday, Thurs, Sunday and Bank Holiday Monday until November 28, 11am-6pm.

Group rates: Adults £1.50, children 50p. Advance booking is advisable and the Gardens will open most days of the week by appointment.

For more information and details of the special 'open day' programme, ring 0747 840417.

● Stourton House Garden is just a few yards from Stourhead House and Gardens. This National Trust property has landscaped gardens laid out in 1741-80 with lakes and temples, rare trees and shrubs. More information from Stourhead, Stourton, Warminster, Wilts BA12 6QH. Tel: 0747 840348.

International flower show at Hampton Court

Another top show this year is the Hampton Court Palace International Flower Show in Surrey, which previews on July 10 and continues until July 14.

There's a vast display of flowers, plants and gardens with seven interconnecting main marquees.

Each marquee is designed as a show in itself, with specialists in cacti, bonzai, lilies and exotics from abroad all sited in the same marquee.

'Where possible we create room for comfortable, relaxed viewing and exhibiting, and exhibitors are allowed to sell plants throughout,' said Adrian Greenoak, horticultural director of the show which is sponsored by British Rail's Network SouthEast.

Visitors will have a chance to talk to the top gardeners and pick up useful hints and tips. Country crafts, leisure, hospitality and entertainment villages will also be sited at the show.

Designers are being encouraged to create walk-on gardens and visitors must be able to view the gardens from at least three sides. The organisers are creating huge semi-circles and curved rows of gardens which will snake through the show.

When: July 11-14, 10am-7.30pm

Group prices: A 10% discount on ticket prices is available to coach groups of 10 or more.

All tickets must be booked through the Travel Centre at Waterloo Station, tel 071 922 6104.

The Shell Seat in the Earls Garden is now fully restored.

Camellias star at Edgcumbe

Mount Edgcumbe House and Country Park at Torpoint, Cornwall offers a magnificent display of formal gardens, containing a huge variety of trees, exotic shrubs and flowers from all over the world, while the Earls Gardens, which surround the House, is made up of elegant lawns, terraces and shrubberies, many of them laid out in Mid-Victorian style.

One of the many highlights of the garden is the wide variety of Camellias - more than 600 different species flourish, making up the famous collection of the International Camellia Society.

The New Zealand Garden and American Plantation, established in the Formal Gardens two years ago, are beginning to mature. The Shell Seat in the Earls Gardens has been restored to its former glory.

There are more than 800 acres of landscaped park, complete with herd of fallow deer, visitor centre, shops and restaurant.

A series of special events, including opera, open-air theatre and fireworks and laser symphony concert, have been arranged for the new season.

Open: Country park and formal gardens, all year-round, daily; House, Earls Garden, shop and visitor centre March 29-October 31, Wednesdays to Sundays and Bank Holidays, 11am-5.30pm.

Group prices: Country Park and formal gardens, free. Other group prices on application.

More details from: Eileen Arnold, Mount Edgcumbe House, Cremyll, Torpoint, Cornwall PL10 1HZ. Tel: 0752 822236.

Woodland garden with a difference

One of the gardens described as 'Outstanding Historically' by English Heritage, is High Beeches Gardens at Handcross, West Sussex.

The gardens specialise in personally conducted tours and an optional introductory talk. There are bluebell and azalea walks, vivid Autumn colours and plants of great botanical interest.

There are sixteen acres of woodlands and water gardens, plus 'herb rich' native wildflower meadows in this exceptionally well preserved woodland garden which was planted at the turn of the century.

Open: April 1-June 15, and September 7-October 26, daily 1pm-5pm except Wednesdays and Sundays.

Group rates: £3 per person (minimum £30) for conducted tours and when gardens not open. Catering facilities for groups.

More information from Mrs A P Boscanen, High Beeches Gardens, Handcross, W Sussex RH17 6HQ. Tel: 0444 400589.

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Tel. Tenby (0834) 2377 ask for Malcolm Thomas

Late September: Arrive Friday, Saturday or Sunday
7 Nights from £140.00 6 Nights from £115.00 5 Nights from £94.50

Ring now for October/November Special Breaks

(16339/HO)

TREVONE HOTEL GRAND PROMENADE, LLANDUDNO

DUE TO CANCELLATION WE HAVE VACANCIES

18th-25th May, at £110 per person. 28 rooms, most en suite. Tea making facilities all rooms. Lift to all floors. Dance floor. Entertainment 3 nights. Also vacancies 12th-19th October at £95 per person.

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(17562/HO)

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40 bedroomed Hotel overlooking sea, close to shops, all bedrooms have tea/coffee facilities, and colour TV. Some en suite, lift, games room, licensed bar, dance floor, entertainment.
Choice of menu.
Day trips especially welcome for meals in parties or groups.
Special early season offer for group bookings.
Write or phone for a brochure.
(15830/HO)

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Situated 5 mins from Leeds City Centre with easy access to A1, M1, M62 – an ideal stopping place to relax. Only 2 mins from Roundhay Park (the largest Park in Europe). Open for Morning Coffee, Midday Meals and Bar Snacks, Evening Meals, Rendezvous Bar open all day 11am-11pm. Afternoon Tea or Tea Dances can be arranged.
**Free Coach Parking *Special Party Booking rates *Free Meal Voucher for Drivers.*
For further details ring 490362.
(15833/CW)

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Copy deadline: 1pm Tuesday for Thursday's issue. **Cancellation deadline:** 11am Tuesday.

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6 speed ZF gearbox, 57 new seats, TV, video and new tyres, very clean condition.
£23,000 ono
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1975
LEYLAND LEOPARD
53 seat service bus, Alexander body, 680 engine, manual box, tested.
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35-seater coach, rear lounge, coffee machine, 3 tables with lamps, fully carpeted, MoT Jan '92, private plate.
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1975 AEC 760 Duple Dominant 1, 53 seater, MoT January 1992, reliable coach, power door, new batteries. **£4,750 + VAT ono. Tel. 0903 743391.**
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1979 AEC (T) Plaxton Supreme, 53 seats, radio, cassette, Bristol dome, Paramount front, semi-automatic, MoT Aug '91, **Quick sale needed. £8,200 + VAT. Tel. 0625 431946.**
(17768/AE)

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1973 AEC 760 Plaxton ZF Manual Box, 12 mtr, 57 retrimmed seats, MoT June '91. **£3,500 + VAT. Tel. 0924 371019 or 256401.**
(15715/AEC)

BREAKING: AEC 505 Plaxton Elite body, good engine and gearbox etc, new Supreme front, new back, all new panels and rubber mouldings. **Tel. 0924 371019 or 256401.**
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1980 BEDFORD PLAXTON PJK. 29 seater, radio cassette, P/A, power door, curtains. Exterior all cream. Test till Sept '91, tax Jan '92. Excellent condition. **£7,200 + VAT. Tel. 0388 772772.**
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BEDFORD YNV. FIRST REGISTERED 1-8-86. D848 FEV. Plaxton Paramount II. 51 recliners, toilet and washroom, wired for video, radio/tape, PA system. Curtains and tinted windows, full factory fitted engine - still under warranty. MoT August '91. **£37,500 ono. Tel. 061 633 3870.**
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53 seater, choice of two, p/x considered, 2 for late executive.
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(15718/BED)

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1978
BEDFORD DUPLE PJK
29 seater, tested September 1991. Taxed April 1991. Well above average condition. Ready to work.
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(15738/BE)

1977 YMT PLAXTON SUPREME III, 53 str, MoT Nov '91, side lockers, power door, radio, pa, **£3,900 plus VAT. South Dorset Coaches, Swanage. Tel. 0929 423622.**
(17467/BE)

1984 Bedford YNT. Duple Laser. Tested May 1991, will re test if required. Good condition all round. **£20,000 + VAT ono. Tel. 0324 824146.**
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DAF

DAF (E) 1988 ALGARVE MB 230

53 recliners & courier, radio cassette, PA, curtains, continental door, MoT April '91.

£60,000.

P/X 24/29 seater considered.

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(15708/DAF)

DAF (B) 1984 BERKHOF

Esprite MB200, 53 recliners + courier, radio cassette, PA, curtains, MoT March '91.

£38,500

No deposit. Finance available

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1987 DAF MB230 PLAXTON 3500. Mk3, 51/53 recliners, rear demountable toilet, video, curtains, hot water, Telma, choice of two. **£65,000 each + VAT ovno. Tel. 0934 750321.** (15723/DAF)

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1988 (F) DENNIS JAVELIN

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VRT Double Deck buses 1974-76, freshly painted in white, full service history, one National bus owner, prices from **£1,500-£5,000** with or without MOT, also range of **cheap coaches,** as well as **up to date models. AEC REGENT DOUBLE DECK BUS,** automatic and **1973 London Transport DMS** automatic with 12 months MoT.

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2 X N REG 180 GARDNER, 74 seater, East Lancs bodies, semi auto, test till Oct, very clean and tidy inside and out, mechanically spot on, great work horses, ready to work immediately. **£2,250 each or £4,250 the pair plus VAT. Tel. 0308 23505 or 0308 27547 after 6pm.** (17804/DD)

1984 METROLINER, five televisions, toilet, hot water, tested 1.1.92. **£32,000 + VAT.** Also sixty Diplomat recliners, suitable re-upholstering. **£300 + VAT. Tel. 0934 750321.** (15722/DD)

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WARNERS BUS AND COACH

OLDBURY BUILDINGS, NORTHWAY LANE, TEWKESBURY, GLOS

1979 MERCEDES, 12 seat, high roof, PSV specification, very tidy for year

1983 (REG) LEYLAND LEOPARD, Plaxton Supreme, 50 reclining seats.

1981 LEYLAND TIGER 245 ZF, Plaxton Supreme V, 50 reclining seats, etc. DoT 11/91.

1982 LEYLAND TIGER 245 ZF, Duple Goldliner, high floor, 50 reclining seats, double glazed, DoT 11/91.

1982 LEYLAND TIGER 245ZF VAN HOOL ALIZEE H, 48 reclining seats, double glazed, wc, TV, etc., DoT 12/91.

1986 LEYLAND ROYAL TIGER 260ZF DOYEN, 48 reclining seats, double glazed, wc, TV, etc.

The above represent a selection of tidy vehicles used on holiday tour work. Finance available, subject to status.

No prices given but sensible and realistic offers accepted.

Part exchanges considered

Contact Richard or Nick Warner on (0684) 292108

All viewing by appointment to save disappointment. (17476/LEY)

1982 LEYLAND LEOPARD

53 seats, recon engine, brakes relined, MoT 4.2.92.

£17,500 + VAT

Would consider 20-29 str in P/X

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Tel: 0529 302473

Fax: 0529 414524

(17455/LE)

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1977/78/79 LEYLAND LEOPARD PLAXTON & DUPLE, 49-53 seater vehicles. All with long MoT ..... **£8,500/£9,500**

1981/82 LEYLAND LEOPARD PLAXTON/DUPLE, 49-53 seaters, some with toilets ..... **£16,000/£17,500**

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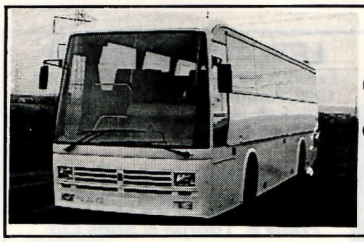
1977/78/79 LEYLAND NATIONALS 52 seater and **BRISTOL VRT DOUBLE DECKERS.** Reasonable prices, some with MoT.

ALL PRICES SUBJECT TO VAT

For further details please contact BEV FOWLES or ALUN PHILLIPS on SWANSEA (0792) 892508 (17486/LE)



LEYLAND TIGER (F) 1989 DUPLE 340 CUMMINS 290 ZF Auto

55 recliners & courier. Continental door, MoT, May '91.

£75,000

No deposit. Finance available.

Tel. 0255 503864

(15711/LEY)

LEYLAND ROYAL TIGER

1984, 12 months MoT, vgc, offers around

£18,000

Tel. Mark Bowd (0889) 562131

(17799/LE)

1984 (A)

TIGER 245/ PARAMOUNT 3500

First reg 2/84, MoT to Nov '91, 50 recliners, courier seat, double glazed, interior beige, exterior all white, recent body attention & repaint. Leyland recon engine fitted 4/90.

£34,000 ono + VAT

Contact: Eric 091 517 0177 Durham Travel Services Ltd

(12552/LE)

LEYLAND

1982 LEYLAND TIGER 245 PLAXTON VIEWMASTER

51seats plus courier, MoT Nov '91, carpets, wheel trims, phone, outstanding condition for year, 2 owners only, full services history

£25,000

1950 BEDFORD O/B

29 seats, all original equipment and condition, PSV, MoT till May '91, drives and looks superb.

£7,500 ono

1975 VOLVO B58 PLAXTON

53 seats, retrimmed, 12 months MoT, carpets, Bristol dome.

£5,950

Tel. Maypole Coaches 0704 895150

(17520/LE)

Lancaster City Transport

FOR SALE

3 81 seater Alexander bodied Leyland Atlanteans. New 1973. One still with short test .....**£2,200 ono each**

1 Leyland Titan PD3/4 with Northern Counties body. In use as driver trainer and tested to July as Class V ....**£3,200 ono**

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(15729/LEY)

1979 LEYLAND 245 S/A PLAXTON VIEWMASTER, pa, radio, cassette, TV, video, full draw curtains, Telma, 53 seats, MoT December 1991, excellent condition. **£17,500 + VAT. Pineway, St. Michael's. Tel. 0995 329.** (17794/LE)

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1980, rebodied 1988, Willowbrook Crusader, 53 seats, MoT June '91.

£22,500

P/X 24/29 seater considered.

Tel. 0255 503864

(15710/LEY)

1983 LEYLAND LEOPARD

12 mtr, 57 seats, MoT April '91, double glazed, Webasto, heater. Only

£16,250 ono + VAT

Tel. 0745 853871

(15733/LEY)

1983 LEYLAND TIGER Duple Dominant, 53 seats, Express, good condition, test till Dec '91. **£22,000 + VAT ono. Tel. 021-747 5722.** (17475/LEY)

LEYLAND LEOPARD PLAXTON, 57 seater. MoT Nov '91, new Paramount front and repanelled with new mouldings. Very good condition. **£3,750 + VAT for quick sale. Tel. 0388 608180.** (17498/LE)

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LEYLAND LEOPARD

Extensively refurbished at Plaxtons 1988. Paramount front, repanelled, refloored, seats retrimmed, engine rebuilt Dec. 1990, MoT Oct 1991, exceptional.

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Tel. 081-960 5559

Frank E. Thorpe & Sons Ltd

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1982 LEYLAND CUB, 31 seat Duple Dominant Service Bus, 7ft 6in wide, low mileage, new test, **£6,950 + VAT. Tel. 069 887 242 day; 289 or 264 evening or weekend.** (17767/LE)

1981 LEYLAND LEOPARD PLAXTON 5

53 seats, curtains, PA, radio, long MoT, good condition.

£16,000 + VAT ono

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(17783/LE)

MERCEDES

1989 F REG

MERCEDES CHARISMA

49 seats, full executive spec, excellent condition.

£65,000

Telephone: 051 523 3118

(17808/ME)

MERCEDES

MERCEDES 307D

1986 Reeve Burgess conversion, MoT 15.1.92, 12 h/back coach seats, h/roof, l/mileage, radio, tacho, tinted windows. Must be seen to appreciate.

£7,950 ovno

Tel: (0454) 778871

Nr Bristol

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1982 MERCEDES 32-seat Executive Coach

High specification Jonckheere Bermuda Coachwork including 32 seats, 8 tables, fitted kitchen, microwave, fridge, generator, 24/240V converter, WC/washroom, video, Blaupunkt stereo/PA, full draw curtains. Tested July '91.

£28,500 or offers.

1981 FORD R1114 DUPLE DOMINANT, 53 seats, **only £2,900 or offers.**

Finance available subject to status.

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MERCEDES 0303 RHD 1983

53 recliners, plus courier. Full Su-trak air cond, Webasto, new clutch, 12 month ticket, excellent condition.

Reduced to £40,000 plus VAT ovno

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West Midlands

(17818/ME)

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Mercedes, high floor, (F) 1989, 53 recliners + courier, Webasto, full air/con, double glazing, MoT June '91.

£70,000

Tel. 0255 503864

(15712/MER)

MERCEDES 609D

F reg, 23 coach seats, power door, new clutch, and in excellent condition.

Good value at

£19,500 ono

Pathfinder

(0636) 708193

(17471/MER)

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NEOPLAN CITYLINER, 1983, Webasto, video, two monitors, toilet, fridge, hot drinks, courier seat, driver's bunk, reseated, resprayed white, excellent condition, 49 seats, 12 months MoT. **£42,000 plus VAT. Tel. 051 643 1551.** (17795/NE)

NEOPLAN

Neoplan Skyliner, d/d 75 seats, 1984, test to Nov. 91, interior blue, exterior white with scenic design. Excellent condition, V10 Mercedes engine, 6 speed ZF gear-box. **SALE PRICE £52,500. Guaranteed revenue £55,000.**

Neoplan Cityliner, s/d 49 seats, 1983, test to Jan. 92, interior red, exterior white/blue. Excellent condition, V8 Mercedes engine, 6 speed ZF gear-box. **SALE PRICE £48,500. Guaranteed revenue £50,000.**

Lease purchase considered for both vehicles.

Both the above vehicles are of executive design and livery and as they will be offered with guaranteed revenue and employed within our own company operations, we obviously must ensure they are in perfect working condition.

Contact Ian or John on 0757 706311. (15724/NEO)

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1982 PRIVATE PLATES KÄSSBOHRER SETRA 215H. Superb condition, 49 seats plus courier, toilet, fridge, coffee machine, TV/video, Voith retarder, Webasto, air suspension.

£39,000 + VAT.

Telephone: 0375 673482 days or 0375 670163 nights (12598/SE)

SETRA 215 HD. May 1988. 49 recliners. Video, coffee machine, driver's bunk, toilet, fridge, MoT 7-8-91. Very nice. Coach 120,000 miles. £88.500. Tel. 081-578 8990. 17785/SE

SCANIA

1986 SCANIA BERKHOF. 49/53 recliners, demountable rear toilet, hot drinks machine, MoT March '92. **£55,000 + VAT ono. Tel. 0508 41262.** (17522/SC)

Nov 89.

PLAXTON 3500 K113

49 'R' seats, toilet, video, Webasto, hot drinks, fridge, Telma, ABS, Cont door and D.G.

AUG 89

DUPLE 320SL K93

51 'R' seats, toilet, video, cont door. CHOICE OF TWO. **One with D.G. and Webasto.**

Vehicles open to offers with or without part exchanges. Tel. Motherwell (0698) 63961/62183 9am to 5pm (17506/SC)

VAN HOOL ALISA DH SCANIA K112. First registered 1/12/88, MoT until 1/12/91, 10 months warranty, 51/55 recliners, demountable toilet, hot drinks, video, carpets, curtains, double glazing, low mileage. Immaculate condition. **£85,000 + VAT. Tel. 0825 790745.** (15693/SC)

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2 x 1983

JONCKHEERE P90

55 - 57 seats, wired for TV & video, boiler, fridge, bunk. All usual extras. 12 speed gearbox. One has a new engine.

£40,000 ono

Tel. 091 526 3175
0860 562667 (15721/VO)

2 x 1989 B10M Mk2 PLAXTON 3500

49-51 recliners, TV/video wiring, Continental door, driver's bunk, crew seat, finished in white.

£75,000 ono

Tel. 091 526 3175 or 0860 562 667 (15730/VO)

1983 Volvo B10M 3500. Paramount, 49 recliners, toilet. **£39,000 + VAT. Tel. 0271 43538.** (17512/VO)

VOLVO

VOLVO B10M AUTOMATIC

Van Hool Alizee, 1981, private plate, 49 seater, centre sunken toilet, continental door, TV, video, drinks machine, driver's bunk, under floor lockers, Telma, MoT Jan '92.

£29,500 + VAT

Tel. (0823) 333534 (17469/VO)

SETRA

1986 SETRA S228DT

74 seats, white, Mercedes V8 engine, 7 speed, ZF manual gearbox, toilet, drinks, fridge, radio/pa, video/TV monitors, MoT Jan '92.

£70,000 + VAT

P/X considered

Wilson's Coaches Ltd

Carnwath
0555 840249 (17809/SE)

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1 ACCIDENT REPAIRS
2 INSURANCE ESTIMATES
3 PAINTING
4 GENERAL MAINTENANCE
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VOLVO COACHES ALWAYS IN STOCK

COACH AND MINIBUS RENTAL
25p per km or £220 per week (Scotland only)

P/X TAKEN

VOLVO K19 G/BOXES and CASINGS AVAILABLE

VOLVO COACHES AND MERCEDES MINIBUSES PURCHASED FOR CASH

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CHAPELKNOWE ROAD, CARFIN, MOTHERWELL

TEL: 0698 53845/861790 (15934/VO)

VOLVO

1983 VOLVO B10M VAN HOOL ALIZEE H

50 recliners, rear toilet, continental door, courier, drinks machine, driver's bunk, radio pa, splitter box, Telma, new MoT, immaculate throughout, low mileage.

Boons Coaches, Chelmsford 0245 467277 office hours

(17812/VO)

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1959 COMMER KARRIER 14 SEATER, full rebuild in original colours, tested 11/91, **£8,000 plus VAT. Tel. 081 965 53333.** (17641/VV)

MINIBUSES

1984 IVECO FORD, 12 seater, Vogel seats, TV, hi top, air conditioning unit, tested 4/91. Choice of two. **£4,250 plus VAT. Tel. 081 965 53333.** (17642/MB)

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Carlyle

BUS CENTRE

★ SELECTED USED MINIBUSES ★

★ WIDE CHOICE ★ HIGH QUALITY ★ KEENEST PRICES ★ FLEXIBLE FINANCE ★

FULL STAGE SPECIFICATION CARLYLE BODIED MINIBUSES WITH CURRENT PSV

1985/6 'C' TRANSIT 16 seat, from . . . **£4750** **1987 'D' SHERPA** 20 seat, from. **£5950**
1986/7 'D' SHERPA 16 seat, from . . . **£4500** **1989 'G' SHERPA Mk II** 20 seat, from **£16,500**

★ TWENTY-FIVE SEATERS ★
IVECO CARLYLE DAILY BUS
1988 Manual from £14,950
~~1990 Automatic and Retarder from £24,950~~ 1990 Automatic from £24,250

★ HIRE PURCHASE ★ LEASING ★ CONTRACT HIRE ★ PERSONAL LOAN FINANCE ★
Contact Andy Greenway for full details and this weeks stock list.

All prices are subject to VAT. The year quoted is the year of initial registration. Offers are subject to availability. Carlyle Bus Centre is a Licenced Credit Broker. Finance is subject to status.

021-454-4808

Carlyle Bus Centre Limited, Waterworks Road, Edgbaston, Birmingham B16 9DB.
Fax: 021-454 5356. (15965/MB)

14 SEATER MINI COACH

Renault master coach craft conversion.

£14,500 or nearest offer

0283 64669

(17752/MB)

1980 12 SEATER BEDFORD, new test, resprayed white, reconditioned engine, very clean and tidy, bargain, **£975 plus VAT. 1 X 1983 12 SEATER IVECO,** high back moquette seats, new diesel engine fitted 6,000 miles, resprayed all white, red relief stripe, new test, very roomy interior, drives nice, a snip at **£1,950 plus VAT. Tel. 0308 23505, 0308 27547 after 6pm** (17807/MB)

MERCEDES 811D Executive Minicoach, 3 tables, fridge, wc/washroom, 2 TV/Videos, stereo PA, full draw curtains, exhaust, brake, big boot, Eberspacher heater, reclining seats, bar, air con. In excellent condition, 1987. **Sensible Offers. Tel. 0932 254795 day, 0932 241115 after 6pm.** (17497/MB)

RENAULT TRAFIC, May 89(F), 30,000 miles, 1732 petrol, 5 speed, twelve seat minibus, white, unmarked, PSV spec, radio, taxed Nov. **£5,500. Tel. 0254 391330.** (15728/MB)

1984 MERCEDES 608D, 21 or 19 seater with boot minicoach, one owner, 12 months MoT, immaculate. **£10,500 ono + VAT. Bookhams Coaches, tel. 0372 452330.** (17811/MB)

1989 Grey Ford Transit Dormobile, 16 seater. Luxury PSV bus, Scott interior conversion. 2.5DI diesel. 4 speed, overdrive, power opening doors. 32,000 km only. Full test.
£15,995 + VAT.
School Garage, Felthorpe
Tel. 060548 272
or evenings 0836 567875
(17782/MB)

1979 FORD TRANSIT, 12 seater PSV, **£850 ono. Tel. (08772) 395.** (17787/MB)

1986

C Reg Transit. 12 seats, PSV, overdrive, tested Feb 92, vgc.

£5,000 + VAT

TEL: 0923 263843

(17815/MB)

1982 LT VW, 8 seater, MoT 3/91, **£1,450 plus VAT. 1979 LT VW,** 8 seater, MoT 3/91, **£1,200 plus VAT. Tel. 081 965 53333.** (17643/MB)

M-2-M

EX-STOCK
TALBOT EXPRESS 1000
1.9 litre diesel, 12 seater, moquette seats, soft trim interior, Armourflex floor covering, radio/cassette, dim/bright interior lights, intake/extract unit, bronze tinted windows, Certificate of Initial Fitness, 12 months road tax, 1.9 litre diesel engine.
On lease with NO DEPOSIT for £56.86 per week
Nett £9,700

LEYLAND DAF 400 SERIES
2.5 litre diesel, 5 speed, 16 high back Capri seats covered in moquette and set on tracking, full length luggage racks with driver's locker, electric intake/extract unit, lift up roof vent, Blaupunkt stereo radio/cassette plus 4 speakers, saloon heater, tinted windows, wheel trims, decorative curtains, dropped passenger entrance step, CIF, 12 months road tax.
On lease with NO DEPOSIT for £94.58 per week
Nett £16,200

MERCEDES 609D COACH
24 high back Capri seats set on tracking and trimmed in moquette, large dropwell boot, soft trim interior, Armourflex floor covering, full length luggage racks with driver's locker, lift-up roof vent, electric intake/extract unit, dim/bright interior lights, saloon heater, Blaupunkt stereo radio/cassette plus 4 speakers, bronze tinted windows, moulded side skirts, bolt-on wheel trims, interior – red and grey, exterior – white, Certificate of Initial Fitness, 12 months road tax.
On lease with NO DEPOSIT for £152.65 per week
Nett £26,000

SPECIAL OFFER
MERCEDES 408D
Power steering, 15 high back Capri seats set on tracking, soft trim interior, full length luggage racks, lift up roof vent, electric intake/extract Blaupunkt stereo radio/cassette, saloon heater, bronze tinted windows, decorative curtains, dim/bright interior lights, Certificate of Initial Fitness, 12 months road tax.
On lease with NO DEPOSIT for £107.75 per week
Nett £18,000
Very Limited Number Available – ACT NOW!

RENAULT MASTER T35D
2.5 litre diesel engine, high roof, 14 high back Capri seats, soft trim interior, large under floor luggage area, luggage racks, dim/bright interior lights, Blaupunkt stereo radio/cassette, air intake/extract unit, saloon heater, bronze tinted windows, decorative curtains, CIF, 12 months road tax.
On lease with NO DEPOSIT for £98.77 per week
Nett £16,500

MADE TO MEASURE MINICOACHES LTD
PSV Specialists
Ashton Road, Bredbury, Stockport SK6 2QN
(adjacent to exit 15 on M63)

ALL PRICES ARE PLUS VAT **FINANCE SUBJECT TO STATUS** (17805/MB)

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PMT ENGINEERING

Ex-Demonstrator 33 seat AMI Coach

New 33 seat AMI Coach

New 20 seat DAF 400 Minicoach

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(17550/MB)

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1988 TOYOTA OPTIMO GL, 19 seats, MoT July '91, excellent condition, suitable for top executive work.

1987 TOYOTA OPTIMO GL, 18 seats, TV/Video, hot water & fridge, good all round machine.

1988 TOYOTA OPTIMO GL, 21 seats, very good condition.

1987 TOYOTA OPTIMO GL, 19 seats, MoT July '91, very tidy vehicle for private work, highly presentable.

1988 FORD TRANSIT DORMOBILE, 16 seat, MoT July '91, service vehicle, power door, very handy.

1988 FORD IVECO, 18 seater, excellent condition, new MoT.

1985 MERCEDES 608D, MoT October, radio/pa, deep boot, good condition.

For further details contact:

IAN TREVIS (0388) 811848

(12555/MB)

ONE OF A FEW, 21 seater, Bedford Embassy coach, 1968, fair condition, offers to B. Hudson in Congleton **0260 271904.** (17791/MB)

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1990 TOYOTA OPTIMO

21 seats

White exterior (removable vinyl letters). Red interior – seats/pleated curtains/carpet, table with lamp, wired for audio, video, drinks, owner driver, dealer maintained, full MoT, 28,000 miles only, as new condition. Available 1st week April.

£31,950 + VAT ono

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(17547/PC/MB)

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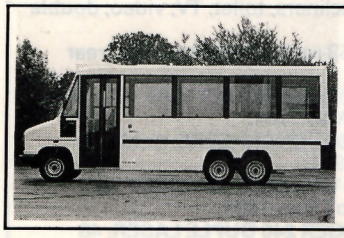
1984 Ford Transit, 16 seat Mellor Conversion, h/back seats, o/drive, new floor and side panels. Re-painted white, MoT applied for. Tel. 0848 30376, SW Scotland. (17505/MB)



PEUGEOT TRIAXLES BUS SPEC

22 + 7, G reg, long MoT, virtually immaculate, white, only one left.

£12,750

Dobsons, Northwich

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(17493/MB)

NOVEMBER 1989 LEYLAND DAF 400, G Reg, diesel, 16 highback seats, high roof, 14,500 miles only, many extras, MoT to November 1991, **£10,800 + VAT. Tel. (0702) 549893 (Essex).** (17814/MB)

1986 IVECO 60'10 conversion. 19 Diplomat seats, luggage racks, radio/PA, service history, large boot, PSV, Sept 91, inspection welcomed. Choice of four, spares available. **Tel. 0232 351201.** (15734/MB)

UNCLASSIFIED

1977 LEOPARD PLAXTON

50 seats, 680 SA, long MoT.

£7,500

1980 B58 VAN HOOL

50 seats.

£18,000

Tel. 041 554 5053

for further details

(17806/UN)

1987 E REG BEDFORD YNT Duple 320, 53 seater coach, only done 72,000 miles.

1988 F REG DENNIS Javelin Plaxton, 57 seater, only done 46,000 miles.

Both vehicles are in immaculate condition

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(17524/UN)

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1985 DAF SB2300 JONCKHEERE, 49/51 seats, fridge, TV/video, toilet, driver's bunk, air conditioned, radio/PA, MoT 16.2.91 and 10.3.92. Choice of two. **£45,000 + VAT each.**

1984 DAF MB200 VAN HOOL ALIZEE H, 51/55 seats, toilet, driver's bunk, drinks, TV/video, Webasto, new MoTs. Choice of two. **£45,000 + VAT each.**

1984 VOLVO JONCKHEERE P90. 59 seats, toilet, drinks, driver's bunk, fridge, video/TV monitors, new MoT. **£45,000 + VAT.**

1983 LEYLAND TIGER VAN HOOL ALIZEE H. 50 seats, toilet, TV/video, radio/PA, MoT 11.4.91. **£35,000 + VAT.**

1981 VOLVO B58 AIR/LEAF SPRING, VAN HOOL ALIZEE N/H. 53 reclining seats, radio/PA, MoT 17.2.92. **£28,000 + VAT.**

1980 VOLVO B58 DUPLE LIM. 53 seats, power door, new MoT. **£13,000 + VAT.**

1980 VOLVO B58 DUPLE 12M. 55 seats, power door, MoT July 1991. **£13,000 + VAT.**

1979 VOLVO B58 DUPLE 12M. 53 'E' Type seats, power door, MoT October 1991. **£12,000 + VAT,**

1979 VOLVO B58 DUPLE 12M. 50 Chapman recliners, power door, New MOT. **£12,000 + VAT.**

P/X considered including late type service buses or minibuses.

WILSON'S COACHES LTD

CARNWATH 0555 840249

(17810/UN)

1970 BRISTOL SERVICE BUS

with Gardner engine

E.C.W. body, MoT till Nov.

£3,000 ono

1972 LEYLAND BRISTOL SERVICE BUS

ECW body, MoT May.

£3,300 ono

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Eve 0686 868443

(17781/UN)

1981 VOLVO B10M PLAXTON VIEWMASTER, TV, video, sunken toilet and tea/coffee machine, private plates, **£17,500**

1982 MAN VAN ACRON, Highliner, MoT May '91, TV, video, toilet, hot water machine, private plates, new engine, **£29,500**

1985 SCANIA VAN HOOL, TV, video, toilet, new engine, MoT Feb '92, full spec, excellent condition, private plates, **£37,000.**

VOLVO VAN HOOL ALIZEE, as new, TV, video, toilet, 49 seater, must be seen, private plates, **£37,500**

1984 SCANIA VAN HOOL, TV, video, toilet, new engine, MoT Feb '92, full spec, excellent condition, private plates, **£40,000**

Tel. (0286) 870484

Williams International

(15739/UN)

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1175 ARGYLE STREET, GLASGOW

All Mercedes 2 years warranty or 200,000 kilometres

NEW MERCEDES 709D, coachbuilt, 29 + 10 standees, test, glider door, **£31,000** net stock.

NEW MERCEDES 811D, Executive, 24 seats, tables v large boot. Stock.

NEW MERCEDES 811D, Coach Built 33 coach or service, wide ent, p/door, 10 standees, 7 days.

NEW MERCEDES 814D turbo, c/b, 33 c/seats, armrests, boot, full spec. Stock.

NEW MERCEDES 609D, power door, 24 c/seats, stock or 26 man/door, 2 weeks.

NEW MERCEDES 814D, coach built, 33 luxury, power swivel door, large boot, stock.
NEW MERCEDES 814, 33 a/rests, man door, f/spec. Stock.
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NEW MERCEDES 811, 29 + 13 standees, auto, early.
NEW MERCEDES 609D, 26 seats, large boot, 2 weeks.
NEW MERCEDES 609D, 24 c/seats, p/door. stock.
NEW TRANSIT 20, power door, power steering, air suspension, + 4 standees. Stock.
NEW TRANSIT 16, Hi-roof, diesel, coach seats. Stock.
NEW TRANSIT 16, diesel, 5-speed, s/door. Stock.
NEW TRANSIT, 15 seats, 5-speed, diesel & petrol, stock.
NEW TRANSIT 15, diesel, automatic, early.
NEW TRANSIT 14, diesel, 5-speed, luxury, stock.
NEW TRANSIT 16, diesel, power door, coach seats + 5 standees, luxury or service spec, 2 weeks.
NEW TRANSIT 20, power door, plus 4 standees, diesel, 5-speed, choice coach or service seats. 2 weeks.
NEW DAF 400, 16 coach spec, u/floor taillift fitted and certified PSV, 7 days.
NEW DAF 400, diesel, 16 PSV, hi spec, stock.
NEW TALBOT 14, wheelchair ramp, diesel, 14 days.
NEW MERCEDES 709D, 27 + uf w/chair lift, 3 weeks.
NEW MERCEDES 508, 18 seats or 4 w/chairs and lift.
NEW MERCEDES 410, luxury 16, 7 days.
NEW MERCEDES 408, luxury, 15 and 16 seats, 14 days.
NEW MERCEDES 308, high roof, 12 & 14 seats. Stock.

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90 TRANSIT, 16, side door, PSV, diesel.
90 LEYLAND DAF 400, 16 coach seats.
89 MERCEDES, 24 coach seats, boot, tested.
89 MERCEDES 609, power door, 24 coach seats.
89 (G) TRANSIT, 14 PSV high back, diesel.
89 MERCEDES 811, 33 coach seats, P.D., D.P.
89 TALBOT PULMAN, 20 seats, power door, standees.
88 MERCEDES 609D, power door, 24 coach seats.
87 TRANSIT 12, Di, LWB, PSV tested.
87 TALBOT 12, diesel, 5 speed.
87 (D) FREIGHT ROVER, 16 high back.
87 TRANSIT 12, PSV, diesel, OD, new shape.
87 (E) FREIGHT ROVER, Deansgate, 16 diesel.
86 TRANSIT 16, diesel, power door, tested.
86 MERCEDES 608, 21 seats, long test.
86 MERCEDES 608D, 21 seats, excellent.
86 OPTARE CUB, auto, 33 p/door & standees.
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86 VAN HOOL LEYLAND, ZF, 53 recl, new test.
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86 TRANSIT 12 diesel, SWB, new shape.
86 MERCEDES 307, high roof, uf tail lift.
85 MERCEDES 608, 27 seater, new test.
85 TALBOT, 14 PSV, diesel, high roof.
85 (B) MERCEDES 608, 15 seats + underfloor taillift, full PSV or 27 PSV.
85 TALBOT, 12, PSV, petrol.
85 VOLVO ALGARVE, 49/53 toilet, video, new test.
85 TRANSIT 16 Di coach seats, tested.
85 IVECO BEJA, 18 seat, power door.
84 MERCEDES 608D, 27 coach seats, tested.
84 IVECO, 31 coach seats, power door, tested.
84 DAF JONCKHEERE MB200, Exec 49 + video.
83 JONCKHEERE VOLVO, twin deck, exec, full spec
83 TRANSIT, 16 petrol, h/back, £1,200 PSV. No test.
83 DODGE R BURGESS, diesel, auto, 17 F door.
83 VOLVO BERKHOFF, exec full spec.
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82 TRANSIT, 12 diesel, PSV, LWB, tested.
82 VOLVO VAN HOOL ALIZEE, Exec, new test.
81 DAF 200 Exec, 48 + TV, Alpha, new test. Offers
81 MERCEDES, 207, diesel, PSV, 12 seats.
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79 FORD 53 Plaxton, testing. Offers.
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1983 (Y) LEYLAND TIGER 245 PLAXTON PARAMOUNT 3200. 11 mtr Express, semi auto, 53 seats, radio PA, tinted windows, curtains, new MoT.

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1978 (S) FORD 360 TURBO ALEXANDER. 53 seats, service buses, choice of 2. Long MoT's.

1977 (R) LEYLAND NATIONAL. 49 seats, 22 standees, choice of 2. Long MoT's.

1975 (N) LEYLAND LEOPARD DOMINANT. Semi auto Paramount front, 53 seats, MoT April 1991.

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1976 VOLVO AILSA SOLD ats, Alexander body. power steering, single er ance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
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1976 VOLVO AILSA SOLD ts, Alexander body, power steering, single ent ance. Test 22-5-91.
1976 VOLVO AILSA SOLD ts, Alexander body, power steering, single ent ance. Test 19-7-91.
1976 VOLVO AILSA SOLD s, Alexander body. power steering, single ent ance. Test 15-6-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 29-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 BRISTOL VRT SL3, Gardner 180 engine, ECW body, 74 seats, new test.

CHEAP DOUBLE DECKERS

3 X 1972 LEYLAND ATLANTEANS, 78 seats, Alexander bodies. Tests expired.
1972 LEYLAND ATLANTEAN, 76 seats, East Lancs body. Test expired.
2 X 1977 BRISTOL VRT SL3, Gardner 180 engines, Northern Counties bodies, 74 seats. Tests expired.

COACHES

1979 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 13-12-90.
1979 FORD DUPLE DOMINANT II body, tested til end February 14-2-91.
1978 FORD PLAXTON SUPREME body. Test expired.
1977 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 18-10-91.
1979 BEDFORD YMT, Plaxton Supreme 4 body, 53 seats. Test 9-2-91.
1984 ROYAL TIGER DOYEN. New test.
1986 MCW HIGHLINER (single deck). New test.

1976 VOLVO AILSA, 79 SOLD s, Alexander body, power steering, single entra ce. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 31-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 14-3-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 8-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 30-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 25-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 9-4-91.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1977 LEYLAND ATLANTEAN, SOLD Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test 29-4-91.
1976 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1977 LEYLAND ATLANTEAN, SOLD Northern Counties body, 75 seats, power steering. Test expired.
1976 LEYLAND ATLANTEAN, ECW body, 74 seats, power steering. Tests expired.
1976 LEYLAND ATLANTEAN, ECW body, 74 seats, power steering. New test.

SINGLE DECKERS

1976 10.3M LEYLAND NATIONAL. Test 20-4-91. 41 seats.
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1979 10.3M LEYLAND NATIONAL. Test 31-7-91. 44 seats.
1979 10.3M LEYLAND NATIONAL. New test. 44 seats.
1979 10.3M LEYLAND NATIONAL. Test expired. 44 seats.
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BRISTOL VRT, 74 seats, MoT expired, 1976-1978. Various from ..... **£1,900-£3,500**

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1975/6/7 Leyland Leopard, s/a, Plaxton Supreme, power door, various MoT.....**From £4,000**

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29 SEATER BEDFORD/PLAXTON SUPREME, 1979, power door, radio, discs, MoT Dec 1991. **£8,750 ono plus VAT.**

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(17790/UN)

1984 Berkhoff, 60 seater, **£48,000. 1979** Volvo B58 Duple Dominant II, 57 seater, **£13,000. 1978** DAF Plaxton 58 seater, **£12,000. 1982** AEC Duple, 45 seater, 7' 10" wide, **£9,000. 1982** Leyland Leopard 7' 10" wide, **£14,000. Telephone 0271 72800 (eve).** (17816/UN)

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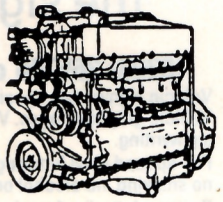

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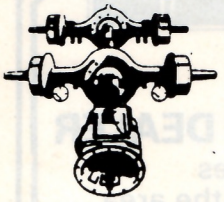

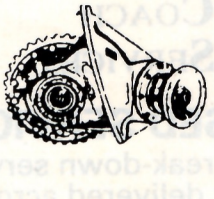

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- WITH YOUR DRIVERS
- WITH YOUR QUALITY OF SERVICE

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